

# ARMY



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### THE OPERATIONS OF WAR.

WE have once or twice called attention to the valuable work recently published in London by Colonel HAMLEY, of the artillery, English army, entitled "The Operations of War Explained and Illustrated," second edition. It is a single volume of 456 pages, with 17 maps carefully selected, and well executed, and is written in such a style that the general non-professional reader can fully understand the principles and illustrations. It is the first publication that embodies, with the general principles that govern all wars, the new elements introduced by the modern agents of electricity, steam, railways, and breech-loading firearms. The illustrations also come down to the present date, embracing the Solferino and Koniggratz campaigns in Europe, and the campaigns and battles in America during our late civil war.

Colonel HAMLEY's work is divided into six general parts. The first describing the modern conditions of war, the necessity for a secure starting point, of good roads, and the modes of supply to an army at a distance from its base. The second part gives the considerations which precede the opening of a campaign, the difference between offensive and defensive war, the selection of the object, and theatre of operations.

The third part illustrates the relations between the fronts of opposing armies and their respective lines of communication. The fourth part describes the relations between the fronts of opposing armies without special relation to the lines of supply—such as retarding the movement of an opponent by the use of an inferior force, the interposing between the parts of an enemy's extended front, of combining an army from divergent bases, and of dislodging an enemy from a strong position with a detachment against his rear, or line of supply.

The fifth part discusses the uses of obstacles—such as lines of forts, the courses of rivers and mountains, with their bearing on offensive as well as defensive campaigns. And, lastly, the sixth part discusses the various systems of tactics, formations of the different armies in service, and of actual battle, with a very interesting chapter on what are styled the minor operations of war, viz. outposts, pickets, sentries, the attack and defence of convoys, etc., etc.

It will thus be seen that the whole field is embraced; and it is illustrated by modern instances easier of comprehension than the examples usually furnished the reader, taken from the war of MARLBOROUGH and FREDERICK the Great, where the conditions varied too much from the present to be perfectly satisfactory.

We propose to publish in current numbers a few of the chapters as illustrative of the whole, and invite military men in the United States to avail

themselves of the opportunity thus offered to add their contributions to the illustrations of the principles of war which Colonel HAMLEY has drawn from the experiences of our recent contest.

In his introductory chapter, Colonel HAMLEY alludes to the fascination which always surrounds the history of wars, and to the special interest now taken in military studies, owing to the fact that the "inquiring spirit of the times has been impelled into military channels by the deep interest which the people have felt in contemporary conflicts." He refers next to the great perplexity in which the student of military history finds himself involved, because the writers upon whom he is dependent for information seem always to presuppose an amount of knowledge greater than is possessed by those who have not already made the military science the subject of protracted consideration. Elementary works are of little service, as they treat their subject in too abstract a form, commonly affecting a mathematical precision; commencing with definitions and illustrated with diagrams, like propositions of Euclid. The earnest student finds, therefore, that he requires a knowledge of the theory to understand the facts, and a knowledge of facts to understand the theory. When he turns to original sources for information, he is plunged into despair by the discovery that the various accounts of the Waterloo campaign alone form a small library, and that the history of war is in fact the history of the world. Colonel HAMLEY has sought to select for the benefit of the student certain campaigns and battles which should be representative operations; each involving and illustrating a principle or fact which, when elicited and fully recognized, will serve for future guidance. His examples are, as we have said, mainly chosen from the history of modern wars and among them our own war of the rebellion. This gives them special value and interest.

Before entering upon the actual narrative of the operations of armies, he devotes several chapters to an explanation of the conditions under which armies operate. Opening with a chapter illustrating the necessity of a secure starting point, he follows with the two chapters which we reproduce:

#### NECESSITY OF GOOD ROADS FOR ARMY OPERATIONS.

The fortified line of magazines constituting the base being formed, it is indispensable to a sustained and dubious enterprise that good roads should exist between the magazines and the army as it moves away from its base. In mountainous districts, where the roads are so rugged and steep as to be unfit for wheeled vehicles, the necessary supplies must be carried on pack-horses or mules. But the quantity which an animal can draw is so much greater than that which it can carry, that the numbers of animals and the extent of road they occupy must be immensely increased. It is therefore very difficult, almost impossible, to supply a very large army, under such circumstances, for a long campaign; and roads practicable for carriages are indispensable to all operations, except those which aim at attaining their results in a brief and definite time. And not only must the roads be good in the ordinary sense, but they must be great main arteries of the region, solidly constructed. Anybody who lives in the neighborhood of a newly-established brickfield, will see how quickly the parish roads are broken and wrought into hollows by the passage of the heavy brick-carts. The trains that follow an army, laden as they are with ammunition, pontoons, platforms for guns, siege-artillery, and other ponderous materials, soon destroy all but the best roads. In order,

then, that the enormous streams of supply may be uninterrupted, it is necessary that the roads should be of the best construction, like our own highways and the great paved chaussees of the Continent. The proof of this is found in the difficulties under which armies begin to labor directly they are thrown on bad roads for their supplies. Our own experience in the Crimea shows that even seven miles of soft soil interposed in winter between an army and its depots, may be almost a fatal obstacle; and General McClellan, in his report of his campaign in the Yorktown Peninsula, tells us—"On the 15th and 16th the divisions of Franklin, Smith, and Porter, were with great difficulty moved to White House, five miles in advance; so bad was the road that the train of one of these divisions required thirty-six hours to pass over this short distance." And again, speaking of the movement from the York river to Williamsburg, he says, "The supply trains had been forced out of the roads on the 4th and 5th to allow the troops and artillery to pass to the front, and the roads were now in such a state, after thirty-six hours' continuous rain, that it was almost impossible to pass even empty wagons over them."

But it is not only on account of the supplies that great armies operate by great roads. It is also because the march of the troops and artillery becomes on bad roads so slow and uncertain that all the calculations on which a general bases a combined operation are liable to be falsified, and the rapidity necessary for a movement intended to surprise or foil an adversary is lost, so that the design is foreseen and frustrated by the enemy. An example of the different rate at which troops move over a good and a bad road is afforded by the campaign of Waterloo. Napoleon following Wellington, and Grouchy following Blucher, both quitted the field of Ligny on the afternoon of the 17th June. The Emperor, marching by the great paved chaussees of Namur and of Brussels, assembled his army that night in the position of Waterloo, seventeen miles from Ligny. Grouchy, moving by country roads, had great difficulty in bringing his 30,000 men to Gembloux, five miles from Ligny, by 10 o'clock the same night. And, to quote more modern instances, General McClellan says, "On the 14th of March, a reconnaissance of a large body of cavalry, with some infantry, under command of General Stoneman, was sent along the Orange and Alexandria railroad to determine the position of the enemy, and, if possible, force his rear across the Rappahannock; but the roads were in such condition that, finding it impossible to subsist his men, General Stoneman was forced to return." And on another occasion, when the Confederates suddenly fell back from near the Potomac, just as he was commencing to advance upon them, he speaks of their retreat as "unfortunate, in that the then almost impassable roads between our position and theirs deprived us of the opportunity for inflicting damage, usually afforded by the withdrawal of a large army in the face of a powerful adversary."

While, however, impressing on the reader the absolute necessity of good roads for the sustained operations of a campaign, it is not asserted that considerable bodies of troops never move by indifferent roads. Many instances of the contrary would appear in a short course of military reading. Thus, Napoleon carried 40,000 men from Switzerland to Italy, over the St. Bernard; but this was for the sake of obtaining by surprise an advantage of position over the Austrians, and, that position attained, he had the great roads of Italy for his future movements, and the territory between the Alps and Po, friendly to him and hostile to the Austrians, was available for supplies. Again, Wellington, following the French in 1813 on the great road of Valladolid and Burgos, quitted it to throw his army across difficult mountain-paths; but he did so for the purpose of shifting his base from Portugal to the northern ports of Spain, with which he presently opened new communications. And



McClellan, crossing the Potomac after Lee, subsequent to the battle of Antietam, moved by the road from Harper's Ferry along the foot of the Blue Ridge, which is probably hilly and broken; but as soon as he reached the Manassas railway he came into direct communication by that railway with Washington. Thus each of these movements was of brief duration, and made with the definite object of immediately attaining a new and more convenient communication with the depots of supply.

Whatever advantages good roads can confer must be immensely increased when railways are employed. In using them, the first step must be the collection of the rolling stock on the required points of the different lines. To take the readiest example, if an order were issued in London in the evening, this would be accomplished on any of our lines by daybreak next morning, to an extent that would insure the despatch of trains thenceforward without interruption. But in fact a continuous movement might be commenced in about six hours with the stock collected in that interval.

This preliminary measure accomplished, the following conditions attach to the conveyance of troops of all arms:

A train of from twenty-four to thirty-four carriages of all kinds—passenger carriages, cattle-trucks, horse-boxes, and break-vans—can be propelled by one engine; and a speed of from twenty to twenty-five miles an hour, though lower than what is attainable, is considered most suitable to a continuous movement by lessening the risk of breaking down.

An ordinary second or third class carriage holds thirty-two soldiers. A horse-box holds three horses, and a cattle-truck six to eight. Taking the effective number of one of our infantry battalions at 700 men and 36 officers, and allowing three tons of baggage and four tons of camp equipage, the battalion, with its equipment, can be conveyed in one train.

One train will also contain a squadron of cavalry of 120 horses, and four trains the regiment.

Each artillery wagon, or gun, with its limber, occupies one truck. A battery of horse artillery, or a field battery, with its men, horses, and equipment complete, requires two trains of from thirty-one to thirty-three carriages each.

A battalion of infantry standing ready at the station, and properly practised, embarks in a few minutes. Cavalry require twenty-five minutes to fill the train, and artillery half an hour. If all embark at the same station, only three trains could be despatched in an hour. But by creating temporary platforms the loading can take place simultaneously. A platform 300 feet long allows all the carriages of a train to be loaded at once—and such a platform can be made in three hours, by 200 men, out of materials always at hand on railways.

Under such circumstances it has been calculated that there would be no difficulty in forwarding, on an English railway, large bodies of troops at the rate of one train every seven and a half minutes, or eight trains per hour—that being the shortest interval judged safe on such occasions. The transport of a corps of all arms might therefore be thus calculated in round numbers:

20,000 infantry.....	26 trains.
2,000 cavalry.....	10 ..
8 batteries.....	16 ..
First Reserve of ammunition.....	8 ..
4 companies of engineers.....	4 ..
Ambulance.....	2 ..
Total.....	72 trains.

Supposing the carriages collected and the platforms made for embarking and disembarking, the corps could be conveyed sixty miles in twelve hours from the commencement of the movement. If it were required to operate in a district which could not be relied on to furnish food and conveyance, it must be followed by one day's provisions and forage filling eight trains, and transport vehicles and animals filling eight more. The whole movement would be complete in fourteen to sixteen hours.

This amount of force might be despatched on our chief railways without aid from the return carriages. Other bodies might also follow to the distance named, or even farther, since the carriages would return in time to maintain the continuity of the movement. But if the distance were doubled the operation must be interrupted.

This calculation rests on data afforded by double lines conducting a great traffic, and possessing the maximum amount of officials, servants, and rolling stock. Such facilities would exist only in an inferior degree in many parts of the continent, or in America. The power of maintaining the movement of large bodies must also in most cases be diminished by the necessity of continuing to supply the great towns which depend on railways for food and fuel. Other drawbacks must also be taken into account in estimating the speed of movements by rail. On long journeys intervals of rest are necessary. Men and horses are exhausted by the constrained position, packed closely as they must be, and could scarcely be at once ready to march after travelling a great distance without a halt.

The modifications which railways may be expected to cause in military operations, will be noticed as occasions arise in future chapters.

#### ARMIES OPERATE GENERALLY BY SEVERAL ROADS AT ONCE.

The next step is to consider the army, not as, in general, collected on the main road, but as distributed in parts on several roads.

When hostilities begin between nations, one of them at the outset almost always finds reason for standing on the defensive, and allows the other to make the attack. Declaring war against Napoleon in 1815, the Allies were reduced of necessity to await the attack, because their forces, greatly superior in numbers, were scattered over an immense space. Only Wellington's and Blücher's armies were ready to meet the first onset. They were in Belgium, and three great roads cross the frontier leading from French fortresses upon Brussels, by either of which Napoleon might advance, after concentrating

on it, behind the screen of the fortresses, his whole army; therefore Wellington and Blücher were forced to guard all these avenues to Brussels by placing on them portions of their forces. But these portions were liable, each or any, to be attacked by the whole French army—in fact, only one Prussian corps was assembled at the point where Napoleon's whole force broke in. Under such circumstances, all which that corps, or any of these fractions of the Allied armies, could do, was to take advantage of the fact that the heads only of the great French columns as they advanced on the roads were available for immediate attack, and to dispute the advance till the French front should so grow in extent, by accessions from the rear, as to be irresistible, and then to withdraw with as good a face as can be maintained. In this way time would be gained for the concentration of the remainder of the Allies upon the threatened line. Whereas, had any line been entirely neglected, the enemy, being unopposed there, might be in Brussels before any adequate force could have time to interpose. It is very easy to understand, therefore, why an army on the defensive is spread over a large front, on lines which radiate from the point they seek to cover, like the spokes of a wheel from the nave.

It is not at first so manifest why an invading army operates by many roads; but a brief calculation will suffice to show the reason.

In round numbers, 30,000 infantry on the march extend over about 5 miles of road; 60 guns with their attendant carriages occupy 2½ miles; 6,000 cavalry, in sections of threes, allowing 11 to 12 feet of space longitudinally to each horse, fully 4 miles.

If Napoleon's army had entered Belgium by one road instead of three, it would have extended as follows:

30,000 infantry.....	15 miles.
20,000 cavalry.....	14 ..
350 guns, etc.....	14 ..
Total.....	43 miles.

irrespective of intervals between the columns, of losses of distance, of stores of any description. Therefore, on a single road the head of the column must have been marching two days before the rear could have quitted the place of rendezvous. An army moving thus would manifestly lay itself open to defeat by a very inferior force, which, by enveloping the head of the column, might inflict a succession of crushing blows before the rear could arrive on the point of action. And, in fact, though Napoleon's columns moved by three roads, the divisions in rear, moving from the same bivouacs as those in front, failed to deploy on the field of Ligny till the afternoon of the following day.

When General McClellan moved from Washington to attack the Confederates, who, having defeated Pope, had invaded Maryland, he thus replied to some comments on his method of advancing, addressed to him by the Commander-in-Chief: "If," he says, "I had marched the entire army (about 100,000 men) in one column along the banks of the river instead of upon five different parallel roads, the column, with its trains, would have extended about fifty miles, and the enemy might have defeated the advance before the rear could have reached the scene of action."

Now, we will suppose, on the other hand, the extreme case that an army, on quitting its bivouacs, could find separate roads for every brigade, all converging on the point where an engagement might be expected, and all sufficiently near each other for constant communication and concert. The whole army would then be assembled simultaneously on the space to be occupied by the line of battle. In no case, of course (except in limited marches on great plains), are such facilities to be expected, but the illustration will serve to show why an army always marches by as many roads leading toward its destination as are sufficiently near to each other to admit of mutual support.

As the different portions of an army on the defensive must unite as quickly as possible on the line by which the enemy advances, it is, of course, indispensable that there should be good intercommunications, or lateral roads, by which they can readily approach each other. And these should not be coincident with the front of the army, but in rear of it—otherwise, if a division or corps were pushed back by the rapid advance of the enemy, the line of intercommunication would be broken.

Also, if an army were advancing toward the enemy, and using, for the sake of facility, several adjacent roads, these, however near, should not be separated by any impassable obstacle, such as a great swamp, a mountain ridge, or a river without fords or bridges; otherwise, one portion of the army might be merely spectators of an attack upon the rest, as happened at Rivoli, where an Austrian column, moving on the left of the Adige, witnessed the defeat of the army on the other bank; and as occurred more notably in 1796, when the Austrians, advancing into Italy on both sides of Lake Garda, were beaten in succession by the same French army.

Thus the line by which an army moves is not necessarily, nor frequently, a single road, but several roads tending in the same direction, and united by a sufficient number of cross-roads. For instance, the French army moved to Solferino thus:

First Corps, from Esenta toward Solferino.	
Imperial Guard, from Castiglione toward Solferino.	
Second Corps, from Castiglione toward Guidizzolo.	
Fourth Corps, from Carpenedolo toward Medole.	
Third Corps, from Mezzane toward Castel Goffredo.	
Sardinians from Lonato and Desenzano	by Madonna della Scoperta, on Pozzo- and Rivoltella. lengo.

And the Austrians reached the same field from the Mincio thus:

Eighth Corps crossed Mincio at Salionze on Pozzo- lingo.	
Fifth Corps crossed Mincio at Valeggio on Solferino.	
First Corps crossed Mincio at Valeggio on Carrara.	
Seventh Corps crossed Mincio at Ferri on Foresto.	
Third Corps crossed Mincio at Ferri on Guidizzolo.	
Ninth Corps crossed Mincio at Goltio on Ceresole.	
Eleventh Corps crossed Mincio at Goltio on Castel Grimaldo.	
Second Corps from Mantua to Marcaria on the Oglio to turn the French right.	

The two armies, each of which was advancing in igno-

rance of the movement of the other, thus occupying on the march the space from flank to flank which was necessary for the formation of the line of battle.

When armies approaching each other are still many marches distant, as may happen at the outset of a campaign, it is not, of course, necessary that the various columns, as they quit their own frontier, should be within supporting distance. It is when an engagement may be imminent that the lines of intercommunication become of such special importance. Moreover, it then becomes necessary to shorten as much as possible the distance between the head and the rear of each column by widening its front. A narrator of the Waterloo campaign says, that when Wellington retired from Quatre Bras upon Waterloo, his troops moved in the open fields on each side, leaving the road for the artillery and trains. But before the French, following him, passed Genappe, a violent rain had rendered the fields impassable; consequently, their troops were restricted to the road, and the column was lengthened, entailing these consequences: that Wellington's compact march was beyond reach of pressure from the enemy, and that, while his troops fled into their destined positions in the line, the rearmost French divisions did not reach the field till long after dark.

No better illustration of this part of the subject can be found than in the orders for the movement of the French army upon Casale in 1859, when about to cross the Po. They ran thus:

"As the army is about to operate in a country cut up with canals and rivers, the troops on the march will be nearly always in column on the causeways, and the heads alone will be at once ready for action. It is essential, then, that one division, for example, shall be so organized as to be ready to enter into line as soon as possible. To this end a division of four regiments, one battalion of chasseurs, two batteries, and two squadrons, shall be thus divided into four movable columns—

- "1. A peloton of cavalry to clear the way.
- "2. Twenty sappers and pioneers with pickaxes to destroy obstacles, and throw small bridges of felled trees over canals.
- "3. Two guns without wagons.
- "4. A company of chasseurs to protect and flank the guns.
- "5. A regiment of infantry.

"The rest of the battery; and so for the remainder.

"In spite of the inconvenience of prolonging columns, a great distance will be left between them to avoid confusion.

"When a road is parallel to the railway, the infantry will march on the railway, guns on the road.

"On arriving at crossings, horsemen will be sent on all the roads to preserve communication with columns that move parallel, and to look out for the enemy.

"Whenever a halt is made, and the fields at the side of the road are practicable for infantry or guns, the troops will form up on as wide a front as possible, to diminish for the moment the depth of the column.

"It need not be said that generals will take all the lateral roads which conduct to the same end, provided their columns will not thereby be too much separated.

"Should a column be attacked, the trains will be parked at once, to leave the road free for troops."

(To "park" trains is to form them in compact order in fields or open spaces adjoining the road.)

It would be a mistake to suppose that the preceding matter of this chapter depends for its truth on the condition that it must be applied only to regions where railways do not exist. The districts, even in Europe, are few where existing railways would leave great armies in any considerable degree independent of the ordinary roads; and, in fact, the very orders just quoted were given in a theatre of war traversed by railways. But whether the communications of this kind be few or many, one fact alone suffices to prove the point, which is, that an army advancing, or intending to advance, can never trust to railways which are within the sphere of the enemy's operations, even to the most extended line of his outposts, since a few men can, in a very short time, render a railway temporarily unserviceable. There will always, therefore, be a considerable space between the fronts of the armies where only the ordinary roads can be relied on for manœuvring; and it is only in an inconsiderable degree, and for partial movements, that railways can be resorted to, when opposing forces are so near that collision becomes imminent. Thus Louis Napoleon, in the transfer of his army from the south to the north bank of the Po in 1859, for the advance by Novara to the Ticino, only moved one corps (Canrobert's) by rail. In the action at Casteggio, Forey's troops, engaged with the enemy, were reinforced by means of the railway; but that railway lay directly in rear, and Forey was fighting a defensive action. Again, in the battle of Bull Run, the defeat of the Northern army was mainly accomplished by the attack of a brigade brought on the field by the Manassas railway from the Shenandoah Valley. But none of these operations were of sufficient magnitude to render it necessary to treat as peculiar the case of armies manœuvring in a theatre intersected by railways, which need be regarded only as roads giving greatly increased facilities for movement, at the same time that they afford an extremely precarious reliance when within reach of the enemy's enterprises.

PRUSSIAN artillery terminology has undergone a sweeping alteration: the 4-pounder being rebaptized as the 8-centimeter gun; the 6-pounder 9-centimeter gun; the 12-pounder, 12-centimeter gun; the 24-pounder, 15-centimeter gun; the 72-pounder, 21-centimeter gun; and the 96-pounder, 24-centimeter gun.

MR. ARCHER, has introduced in the House a bill, which provides that the officers of the United States Navy shall be entitled to, and receive, the same compensation as is now, or may hereafter be, allowed to officers of the same relative rank in the United States Army, as such relative rank is established by law.



## THE ARMY.

By direction of the Secretary of War, officers in charge of troops transported by rail will give the railroad companies receipts only for the class and description of transportation actually furnished.

MAJOR-GENERAL J. M. Schofield, having relinquished command of the Department of the Missouri, Brevet Major-General Pope, on the 3d inst., assumed command. The following officers will compose the personal staff: Brevet Major Wm. McKee Dunn, Jr., captain U. S. Army, A. D. C.; Brevet Captain C. S. Halsey, first lieutenant U. S. Army, A. D. C.

GENERAL Orders No. 54, headquarters of the Army, Adjutant-General's office, Washington, May 6, 1870, directs acting signal officers, and instructors for the signal service, wherever serving, to report monthly to the chief signal officer of the Army their location and duties, and render to the chief signal officer such reports, in reference to their especial service, as he may deem necessary for the proper information of the Secretary of War or the General of the Army.

THE average cost of transportation from Fort Leavenworth, Kansas, for the year ending March 31, 1871, to Fort Union, N. M., was 5 cents per pound; to Santa Fe, N. M., 6.13 cents; to Fort Bascom, N. M., 6.64 cents; to Fort Stanton, N. M., 7.33 cents; to Fort Craig, N. M., 7.93 cents; to Fort Wingate, N. M., 8.04 cents; to Fort McRae, N. M., 8.29 cents; to Fort Selden, N. M., 8.88 cents; to Fort Cummings, N. M., 9.48 cents; to Fort Bayard, N. M., 9.99 cents; to Fort Garland, C. T., 6.72 cents.

In accordance with General Orders No. 8, headquarters Department of the East, New York city, May 3, 1870, so much of General Orders No. 8, series of 1867, from these headquarters, as directs that certificates of disability be forwarded to the Adjutant-General of the Army through these headquarters, is hereby rescinded, and they will, when completed in future, be sent by post or detachment commanders direct to the Adjutant-General of the Army as prescribed in the directions on the back of the certificates.

THE requirements of the service having caused the withdrawal of Brevet Major-General Edward R. S. Canby, from the command of the Department of Virginia, at a date earlier than that fixed in General Orders No. 41, current series, from the Headquarters of the Army, the General commanding the Army has approved the recommendation that the provisions of said order, so far as it relates to the Department of Virginia, be carried into effect at once. The Department of Virginia is therefore discontinued from and after May 6, and the territory and troops therein will form part of and be included in the Department of the East. The officers composing the department staff are ordered to comply with the requirements of paragraph 8, of General Orders No. 41.

THE Post of Corpus Christi, Texas, and the quartermaster's and subsistence depots there were discontinued April 20. The troops garrisoning the post will proceed by the most direct route, under command of the senior officer present, to Ringgold Barracks, Texas, and be reported to the commanding officer of that post for duty. All public property will be transferred to Ringgold Barracks. The Quartermaster's Department will furnish the necessary transportation for this movement. Brevet Colonel James W. Scully, captain and assistant quartermaster, U. S. Army, is charged with and will in person supervise the transfer of the public property from Corpus Christi, Texas, to Ringgold Barracks, Texas, and on his arrival there will report to the post commander for duty.

In the case of Private James Welsh, Battery A, First U. S. Artillery, who was tried by Court-martial for violation of the Ninth Article of War, and conduct prejudicial to good order and military discipline, and sentenced "to be dishonorably discharged and drummed out of the service of the United States; to forfeit to the United States all pay and allowances now due or that may become due him, and to be confined at hard labor at such place as the commanding general may designate for the period of one year, wearing for the same time a twenty-four pound ball attached to his left leg by a chain three feet long," General McDowell has disapproved the proceedings, and returned the prisoner to duty. The prisoner challenged one of the members—Brevet Lieutenant-Colonel Silvey. The challenge was made upon the ground that Colonel Silvey had several times threatened to have the prisoner marked and

drummed out of the service. The challenged member admitted that Welsh's conduct had been so bad, that he, Colonel Silvey, had, on one or two occasions, said he would endeavor to have him discharged the service. "That such a feeling of hostility had existed and found expression, was a sufficient reason," General McDowell holds, "why Colonel Silvey should not have sat upon the court. Indeed," he adds, "it would be difficult to submit a stronger ground for challenge."

In accordance with Special Orders No. 4, headquarters Department of Texas, dated Austin, Texas, April 21, 1870, the Nineteenth regiment of Infantry will be distributed to posts in Louisiana as follows: Baton Rouge, two companies; Forts Jackson and St. Philip, two companies; Jackson Barracks, five companies; Shreveport, one company. The headquarters of the regiment will be established at Jackson Barracks. The field officers will take post: the colonel at Jackson Barracks, the lieutenant-colonel at Baton Rouge, and the major at the posts of Forts Jackson and St. Philip. The regimental commander will designate the companies to garrison each post, and will give the proper orders to effect the movements rendered necessary. The detachment of the regiment now garrisoning the post of Little Rock, Arkansas, will be immediately reported by the senior officer to the regimental commander, to the end that it may proceed at once to its destination on being relieved by a detachment of the Sixth U. S. Infantry from the Department of the Missouri. Upon the arrival at Shreveport of a company of the Nineteenth U. S. Infantry, Company F, Sixth U. S. Cavalry, will be relieved, and will proceed to Jefferson, Texas, and be reported to the post commander to await further orders. The Twenty-fifth regiment of Infantry will proceed, via Indianola, to San Antonio, Texas, and there await further orders. The commanding officers at Jackson Barracks, Forts Jackson and St. Philip, and Fort Pike, will immediately put their respective commands in marching order, and, upon the arrival of the companies of the Nineteenth U. S. Infantry ordered to relieve them, will proceed, under their respective commanders, to the designated rendezvous. Lieutenant-Colonel Edward W. Hinks, Twenty-fifth U. S. Infantry, brevet brigadier general, U. S. Army, is charged with the supervision and execution of this movement, and will give the necessary detailed instructions for its execution.

BREVET Major-General Cooke's final order from the headquarters Department of Cumberland is dated Louisville, Kentucky, May 4, and is as follows:

"In pursuance of telegraphic instructions from the headquarters of the Army, paragraph 7 of General Orders No. 41, April 15, from headquarters of the Army, is anticipated, and the Department of the Cumberland is discontinued from this date. All reports, etc., will hereafter be made to Brevet Major-General Terry, commanding Department of the South, Atlanta, Ga. Lieutenant Edward Davis, acting assistant adjutant-general, will pack and deliver to the chief quartermaster, to be sent by express to the headquarters at Atlanta, the books in use, and other current documents, reports, &c. Brevet Lieutenant Colonel H. C. Ransom, quartermaster U. S. A., will take charge of all other department records and public property at headquarters, and await orders for their disposition, from competent authority. The personal staff of the commanding general will accompany him to Detroit—Lieutenant Atwood, A. D. C., as soon as his health will permit."

General Cooke assumed command of the Department of the Lakes May 6, in the following order:

"Pursuant to instructions from the headquarters of the Army, dated April 26, 1870, the undersigned assumes command of the Department of the Lakes. The general staff and other officers on special duty at headquarters of the Department will continue as heretofore assigned. First Lieutenant William Atwood, U. S. Army, aide-de-camp, and Brevet First Lieutenant Edward Davis, second lieutenant Third U. S. Artillery, aide-de-camp, are announced as his personal staff. Existing orders or instructions emanating from the headquarters of this Department will continue in force until repealed by orders from these or superior headquarters.

BREVET Major-General John Pope, in relinquishing command of the Department of the Lakes, April 30, to assume command of the Department of the Missouri, issued the following orders:

The commanding general takes the occasion of retiring from this command to return his thanks to the officers serving at headquarters, as well as to the officers and troops generally, serving in the department, for their cordial and efficient co-operation in the performance of the official duties of the department, and congratulates himself upon the friendly social and personal relations which have existed between himself and them, without exception, during his service in this department.

To Brevet Brigadier-General Pelouze, assistant adjutant-general, he desires particularly to express his thanks and his high appreciation of the general efficiency and thoroughness with which he has performed his duties, as well as of the courtesy and consistent kindness which have marked his intercourse with officers of all

grades serving in the department. At the time of General Pelouze's assignment to duty in this department, the commanding general congratulated himself upon the prospect of having in this command an officer of such excellent personal and military reputation, and he has had every reason to felicitate himself that his high expectations have been most fully realized. He takes leave of General Pelouze with the greatest regret, and can only wish for him the success and the high esteem which have hitherto been so justly his lot.

To Brevet Major-General W. L. Elliott, acting assistant inspector-general, he takes this occasion to acknowledge and express his appreciation of the courtesy, zeal, and ability with which his various duties have been rendered, and recognizes the fact that the present state of efficiency of this command is very much due to the wisdom and practical good sense which belong to an officer of General Elliott's long and honorable service in the line of the Army, and familiarity with staff duties.

To Brevet Major-General J. P. Hawkins, chief commissary of subsistence, Brevet Colonel E. H. Abadie, medical director, Brevet Lieutenant-Colonel H. C. Pratt, chief paymaster, and Brevet Lieutenant-Colonel James A. Bates, acting chief quartermaster, he desires also to express his thanks, and to congratulate his successor in this command on having the co-operation of such intelligent and efficient officers.

To Brevet Lieutenant-Colonel Charles B. Atchison, Captains Charles D. Viele and Wm. N. Tisdall, U. S. Army, officers on special duty at these headquarters, he returns his thanks for the satisfactory manner in which the duties assigned them have been performed.

Brevet Major Wm. M. Dunn, junior, aide-de-camp, and Brevet Captain C. S. Halsey, aide-de-camp, will accompany the department commander to St. Louis, Missouri.

## ABSTRACT OF SPECIAL ORDERS

Issued from the Adjutant-General's Office for the week ending May 9, 1870.

Tuesday, May 3.

At his own request, to enable him to resume his more appropriate professional duties as an engineer officer, Major and Brevet Brigadier-General C. B. Comstock, Corps of Engineers, is hereby relieved from duty as aide-de-camp, with the rank of colonel, to the General of the Army, and will, on the recommendation of the Chief of Engineers, proceed to Detroit, Mich., and relieve Lieutenant-Colonel and Brevet Brigadier-General W. F. Reynolds, Corps of Engineers, of the charge of the survey of the northern and northwestern lakes. In relieving General Comstock from his personal staff to enable him to accept this detail, the General desires to assure him of a continuance of the great respect he entertains for him personally and officially, and should occasion again arise he will be glad to recall him to his military family. Brevet Brigadier-General Reynolds, after being relieved of the duties under his charge, will proceed to carry out the instructions contained in General Orders No. 16, February 7, 1870, from this office.

Upon the recommendation of the Chief of Engineers, the following changes in the stations and duties of officers of the Corps of Engineers are hereby made: Major and Brevet Major-General G. K. Warren, upon being relieved by Colonel John N. Macomb of the existing works of improvement on the Upper Mississippi river, and on the Wisconsin river, and of the construction of the Rock Island bridge, will proceed to Newport, Rhode Island, and assume charge of the works and duties now in the hands of Major and Brevet Colonel D. C. Houston. Brevet Colonel Houston, in addition to the duties prescribed in General Orders No. 16, February 7, 1870, from this office, will relieve Major and Brevet Colonel W. E. Merrill of the charge of the improvement of the harbors of Chicago, Michigan City, and New Buffalo, Lake Michigan. Captain and Brevet Lieutenant-Colonel J. W. Barlow will turn over the charge of the works in his hands to Lieutenant-Colonel and Brevet Major-General John Newton, and will proceed to Chicago, Illinois, and report to Lieutenant-General Sheridan, commanding Military Division of the Missouri, for duty upon his staff, relieving Brevet Colonel W. E. Merrill. Brevet Colonel Merrill, upon being relieved from duty upon the staff of Lieutenant-General Sheridan, will proceed to Pittsburg, Pa., where he will take station and relieve Mr. Milnor Roberts of the charge of the improvement of the Ohio river. Captain and Brevet Major A. H. Burnham, upon being relieved from duty with the Battalion of Engineers, in accordance with General Orders No. 16, February 7, 1870, from this office, will proceed to Keokuk, Iowa, and report for duty to Lieutenant-Colonel and Brevet Major-General J. H. Wilson, unassigned. Captain William A. Jones, relieved from duty under the orders of Major and Brevet Colonel N. Bowen, and will proceed to the headquarters Department of the Platte, and report to Brevet Major-General Augur, commanding, for duty upon his staff.

Surgeon Warren Webster, brevet lieutenant-colonel, is hereby authorized to draw commutation of fuel and quarters while on duty in New York city as a member of the Retiring Board convened by Special Orders No. 76, April 2, 1870, from this office, provided he has not been furnished in kind or commutation therefor elsewhere.

The extension of leave of absence granted Brevet Brigadier-General O. L. Shepherd, colonel Fifteenth U. S. Infantry, in Special Orders No. 54, March 7, 1870, from this office, is hereby still further extended thirty days.

First Lieutenant Clinton R. Sears, Corps of Engineers, is hereby authorized to draw commutation of fuel and quarters from March 31, 1870, the date of his arrival at headquarters Military Division of the Pacific, in compliance with Special Orders No. 50, March 2, 1870, from this office, until assigned to duty, by orders from that division, provided he has not been furnished in kind or commutation therefor elsewhere.

By direction of the President, the unexecuted portion of the sentence of a General Court-martial, promul-



gated in General Orders No. 54, of September 18, 1869, from headquarters Department of California, directing that Private William B. Cannon, Company M, Eighth U. S. Cavalry, "forfeit to the United States all pay and allowances that are or may become due him at the time of promulgation of this sentence; to be confined at hard labor at Alcatraz Island, California, for the period of two years, wearing a twelve-pound ball attached to his leg by a chain four feet long; to forfeit to the United States all pay and allowances, except two dollars of his monthly pay per month for the same period; then to be indelibly marked with the letter D, on his left hip, one and a half inches long, and to be dishonorably discharged the service of the United States," is hereby remitted, and he is transferred to Company A, First U. S. Cavalry, stationed at Camp Bidwell, California, to which command he will be sent to serve out the remainder of his term of enlistment.

The resignation of Second Lieutenant Leonard G. Hun, Fifth U. S. Artillery, has been accepted by the President, to take effect August 2, 1870, on condition that he receive no final payments until he shall have satisfied the Pay Department that he is not indebted to the United States.

By direction of the President, the following transfers of officers from the unassigned list to the regiments set opposite their respective names are hereby announced. The officers thus transferred will report without delay to their regimental commanders: First Lieutenant Wm. Quinton to the Seventh U. S. Infantry; First Lieutenant Thilo Schultze to the Eighteenth U. S. Infantry; First Lieutenant Samuel E. Armstrong to the Twenty-fourth U. S. Infantry.

Wednesday, May 4.

Major and Brevet Brigadier-General Samuel Breck, assistant adjutant-general, is relieved from duty in the Adjutant-General's office, to date June 5, 1870, and will then repair to San Francisco, Cal., and relieve Major and Brevet Major-General William D. Whipple, assistant adjutant-general, in temporary charge of duties at headquarters Military Division of the Pacific, until the arrival of Brevet Brigadier-General John C. Kelton.

Upon the recommendation of the Surgeon-General, paragraph 5, Special Orders No. 75, April 1, 1870, from this office, directing Captain A. V. Cherbonnier, medical storekeeper, to assume the duties of medical storekeeper and acting assistant medical purveyor at Santa Fe, New Mexico, is hereby amended so as to omit the words "acting assistant medical purveyor," and Surgeon C. T. Alexander, brevet lieutenant-colonel, will, in addition to his present duties as chief medical officer, District of New Mexico, perform the duty of acting assistant medical purveyor at Santa Fe, New Mexico. Captain Cherbonnier, on his arrival at Santa Fe, New Mexico, will report to Surgeon Alexander for duty as medical storekeeper.

The telegraphic order of the 3d instant, from this office, authorizing Second Lieutenant William W. Wood, Thirteenth U. S. Infantry, to draw two months' pay in advance, under Special Orders No. 96, April 26, 1870, from this office, directing him to report to his regimental commander for assignment to duty, is hereby confirmed.

Leave of absence until August 2, 1870, is hereby granted Second Lieutenant L. G. Hun, Fifth U. S. Artillery.

The telegraphic order of the 3d instant, from this office, directing Lieutenant-Colonel A. A. Gibson, Third U. S. Artillery, to repair at once to New York city and report as a witness to the president of the General Court-martial for the trial of Surgeon E. J. Baily, brevet lieutenant-colonel, is hereby confirmed. As soon as his services can be dispensed with he will rejoin his proper station.

By direction of the President, First Lieutenant W. W. Armstrong, U. S. Army, unassigned, is hereby transferred to the Sixteenth Infantry, and will report, at his own expense, to his regimental commander at Grenada, Miss., for assignment to duty.

By direction of the President, First Lieutenant William E. Hoffman, U. S. Army, unassigned, is hereby transferred to the Ninth Infantry, and will without delay report to his regimental commander for assignment.

First Lieutenant Joseph Karge, Ninth U. S. Infantry, will be dropped from the rolls of his regiment and transferred to the list of "unassigned officers."

Upon the application of the officers concerned, the following transfers in the Fifth U. S. Cavalry are hereby announced: First Lieutenant E. W. Ward from Company F to Company M; First Lieutenant J. B. Babcock (brevet major) from Company M to Company F. The officers thus transferred will join their proper companies without delay.

The following-named unassigned officers are hereby detailed on recruiting service, and will report in person without delay to Brevet Brigadier-General Reeve, superintendent general recruiting service, New York city, for assignment to duty: Captain Harry M. Smith, Captain J. F. Randlett, Captain Charles Wheaton, Captain Charles Snyder, Captain J. M. Hamilton, Brevet Major George Q. White, captain.

The following-named unassigned officers are hereby detailed on recruiting service, and will report in person without delay to Brevet Brigadier-General Stevenson, superintendent general recruiting service, St. Louis, Missouri, for assignment to duty at Fort Leavenworth, Kansas: Captain Emil Adam, Brevet Major William Nelson, captain; Captain George B. Hoge, Brevet Lieutenant-Colonel George H. Cram, captain.

Tuesday, May 5.

The superintendent mounted recruiting service, Carle Barracks, Pennsylvania, will forward, under proper charge, in detachments of convenient size, two hundred recruits from those which are or may from time to time become disposable at the depot to Austin, (via Galveston), Texas, where they will be reported upon arrival to the commanding general Department of Texas for assignment to the Fourth U. S. Cavalry.

By direction of the Secretary of War, on the recommendation of the Quartermaster-General, the following

changes in the stations of officers of the Quartermaster's Department are hereby made: Major and Brevet Colonel R. N. Batchelder, quartermaster, will, on the expiration of his present leave of absence, report in person to the commanding general Military Division of the Atlantic, for assignment to duty under Brevet Major-General Rufus Ingalls, assistant quartermaster-general, New York city. Captain and Brevet Major W. T. Howell, assistant quartermaster, will report to the commanding general Military Division of the South for assignment to duty.

By direction of the Secretary of War, upon the recommendation of the Surgeon-General, the following changes in the stations and duties of officers of the Medical Department are hereby made: Surgeon W. S. King, brevet colonel, will report in person to the commanding general Military Division of the Atlantic, for assignment to duty as attending surgeon on officers and their families in the city of Philadelphia, Pennsylvania; Surgeon Josiah Simpson, brevet colonel, medical director Department of the Cumberland, will, on the discontinuance of that department, report to the commanding general Department of the East, for assignment to duty as post surgeon at Fort McHenry, Baltimore, Maryland.

By direction of the Secretary of War, so much of Special Orders No. 24, January 29, 1870, from this office, as relieved the following-named officers from duty at the artillery school, Fort Monroe, Virginia, and directed them to join their respective companies, is hereby revoked, and they will remain at the artillery school another year: Second Lieutenant W. Stanton, Second U. S. Artillery; Second Lieutenant S. W. Taylor, Fourth U. S. Artillery.

By direction of the Secretary of War, so much of Special Orders No. 82, April 9, 1870, from this office, as relieved First Lieutenant William F. Stewart, Fourth U. S. Artillery, from duty at the artillery school, Fort Monroe, Virginia, and directed him to join his company, is hereby revoked, and he will remain at the artillery school another year.

Leave of absence for four months is hereby granted Post Chaplain Z. Ragan.

By direction of the Secretary of War, the unexecuted portion of the sentence of a General Court-martial, promulgated in Special Orders No. 187, of July 11, 1863, from headquarters Department of the Missouri, directing that Private William Stephens, Company B, Sixth Cavalry Missouri State Militia, now in confinement in the Missouri State penitentiary, Jefferson City, Missouri, "be imprisoned at hard labor for and during the period of twenty-five years, at such place as the commanding general may direct," is hereby remitted, and he will be released from confinement upon the receipt of this order at the place where he may be confined.

Friday, May 6.

Permission to delay joining his company (L) as directed in Special Orders No. 101, May 2, 1870, from this office, is hereby granted First Lieutenant and Brevet Captain E. Field, Fourth U. S. Artillery, for thirty days.

Private Henry F. Tietz, Company D, Seventh U. S. Infantry, having been appointed hospital steward, U. S. Army, by the Secretary of War, will report by letter to the commanding general Department of Dakota for assignment to duty.

So much of paragraph 12, Special Orders No. 103, May 4, 1870, from this office, as directed the following-named unassigned officers to report in person without delay to Brevet Brigadier-General Stevenson, superintendent General Recruiting Service, St. Louis, Missouri, for assignment to duty at Fort Leavenworth, Kansas, is hereby modified so as to omit the words "for assignment to duty at Fort Leavenworth, Kansas." Captain Emil Adam, Captain and Brevet Major William Nelson, Captain George B. Hoge, Captain and Brevet Lieutenant-Colonel George H. Cram.

By direction of the Secretary of War, the leave of absence on surgeon's certificate of disability granted Lieutenant-Colonel and Brevet Brigadier-General B. H. Hill, Fifth U. S. Artillery, in Special Orders No. 41, February 18, 1870, from this office, is hereby extended six months, with permission to go beyond sea.

Captain F. H. Ross, unassigned, will proceed to Fort Whipple, Virginia, and report thence by letter to the Chief Signal Officer of the Army.

A Board of examination having found Captain and Brevet Lieutenant-Colonel Isaac S. Catlin, U. S. Army, unassigned, "incapacitated for active service, and that, in the judgment of the Board, said incapacity is due to a wound (resulting in the loss of his right leg) received in battle at Petersburg, Virginia, on the 30th day of July, 1864, whilst in command of the One Hundred and Ninth regiment of New York Volunteers," the President directs that his name be placed upon the list of retired officers of that class in which the disability results from long and faithful service, or from wounds or injury received in the line of duty. In accordance with section 32 of the act approved July 28, 1866, Brevet Lieutenant-Colonel Catlin is, by direction of the President, retired with the full rank of colonel of Infantry.

A Board of Examination having found Captain George Lancaster, Seventeenth U. S. Infantry, "incapacitated for active service, and that, in the judgment of the Board, said incapacity is due to sickness and exposure in the line of duty," the President directs that his name be placed upon the list of retired officers of that class in which the disability results from long and faithful service, or from sickness or exposure in the line of duty, in accordance with sections 16 and 17 of the act approved August 3, 1861.

A Board of Examination having found Lieutenant-Colonel and Brevet Brigadier-General Julius Hayden, U. S. Army, unassigned, "incapacitated for active service, and that, in the judgment of the Board, the said incapacity is due to long and faithful service, and to sickness and exposure therein," the President directs that his name be placed upon the list of retired officers of that class in which the disability results from long and faithful service, or from sickness or exposure in the line of duty, in accordance with sections 16 and 17 of the act approved August 3, 1861.

By direction of the Secretary of War, Lieutenant-Colonel and Brevet Major-General W. L. Elliott, First U. S. Cavalry, is hereby relieved from duty in the Department of the Lakes, and will proceed without delay to join his regiment in the Department of the Columbia.

Saturday, May 7.

By direction of the Secretary of War, Private J. R. Stanton, General Service, U. S. Army, now on duty as clerk in the War Department, will be discharged the service of the United States, to date July 1, 1870. This soldier will receive immediately his discharge papers, and be paid at once the usual pay, commutation of rations, quarters, and fuel up to the date fixed for his discharge.

The leave of absence granted Assistant Surgeon E. J. Marsh, brevet major, in Special Orders No. 44, March 11, 1870, from headquarters Military Division of the Pacific, is hereby extended three months.

By direction of the Secretary of War, the telegraphic order of the 5th instant, from this office, authorizing First Lieutenant and Brevet Captain R. H. Pratt, Tenth U. S. Cavalry, to draw his pay for May and June in advance, is hereby confirmed.

A board of examination having found First Lieutenant and Brevet Lieutenant-Colonel E. B. Knox, U. S. Army, unassigned, "incapacitated for active service, and that said incapacity is due to a wound received in the right fore arm, in the battle of Hanover Court-House, on the 27th day of May, 1863," the President directs that his name be placed upon the list of retired officers of that class in which the disability results from long and faithful service, or from wounds or injury received in the line of duty, in accordance with sections 16 and 17 of the act approved August 3, 1861.

First Lieutenant J. P. Walker, unassigned, will report in person without delay to Brevet Brigadier-General Stevenson, superintendent General Recruiting Service, St. Louis, Mo., for assignment to duty.

The leave of absence granted First Lieutenant Chas. P. Eagan, unassigned, in Special Orders No. 53, March 25, 1870, from headquarters Military Division of the Pacific, is hereby extended two months.

Private James G. Guthrie, Company H, Twelfth U. S. Infantry, having been appointed hospital steward, U. S. Army, by the Secretary of War, will report by letter to the commanding general Department of California for assignment to duty.

The superintendent General Recruiting Service, New York city, will forward, under proper charge, in detachments of convenient size two hundred recruits from those which are or may from time to time become disposable at Fort Columbus, New York Harbor, to Galveston, Texas, where they will be reported, upon arrival to the commanding general Department of Texas for assignment to the Tenth U. S. Infantry.

First Lieutenant E. T. Wallace, unassigned, is hereby relieved from duty in the Department of Texas, and will proceed to his home and await orders.

First Lieutenant Hugh D. Bowker, Thirteenth U. S. Infantry, will be dropped from the rolls of his regiment, and repair to his home and await orders.

Upon the mutual application of the officers concerned, the following transfers in the Fourth U. S. Artillery are hereby announced: First Lieutenant Edward Field (brevet captain) from Company L to Company D; First Lieutenant Henry B. Ledyard from Company D to Company L. At the expiration of his present leave, Lieutenant Ledyard will report for duty with his proper company.

Monday, May 9.

By direction of the Secretary of War, Major and Brevet Brigadier-General J. J. Dana, quartermaster, will report to the commanding general Department of the Lakes, for duty as chief quartermaster of that department.

First Lieutenant Paul R. Hambrick, unassigned, is hereby authorized to draw commutation of fuel and quarters from April 5, to April 25, 1870, inclusive, while on duty at Richmond, Virginia, as a member of a General Court-martial, convened by Special Orders No. 41, March 29, 1870, from headquarters Department of Virginia, provided he was not furnished in kind or commutation thereof elsewhere.

The leave of absence granted Assistant Surgeon Henry McElderry, in Special Orders No. 73, April 4, 1870, from Headquarters Fifth Military District, is hereby extended thirty days.

The leave of absence granted Second Lieutenant W. T. Ditch, First U. S. Cavalry, in Special Orders No. 29, March 22, 1870, from Headquarters Department of the Columbia, is hereby extended ninety days.

The leave of absence on surgeon's certificate of disability, granted Captain George M. Templeton, unassigned, in Special Orders No. 68, April 14, 1870, from Headquarters Department of the Platte, is hereby extended sixty days on surgeon's certificate of disability.

Upon the recommendation of the Chief of Ordnance, the following changes in the stations and duties of officers of the Ordnance Department are hereby made: Captain Jasper Myers, to Benicia Arsenal, California, upon the expiration of his present leave of absence; Captain W. A. Marye, from Benicia Arsenal, California, to Watertown Arsenal, Massachusetts; First Lieutenant J. G. Butler, from Leavenworth Arsenal, Kansas, to Fort Monroe Arsenal, Virginia; First Lieutenant Cullen Bryant, from New York Arsenal, New York, to Leavenworth Arsenal, Kansas; Military Storekeeper D. J. Young, from Harper's Ferry, West Virginia, to New York Arsenal, New York. The movement of these officers will be made on special instructions from the Chief of Ordnance.

PRESIDENT Grant has appointed as the board of visitors to West Point for 1870: The Rev. Dr. Newman, chaplain of the Senate; the Rev. Dr. Sears, agent of the Peabody Southern Educational Fund; Hon. Ithamar C. Sloan, of Wisconsin; Judge Thomas Settle, Raleigh, N. C.; Colonel John Mason Brown; Professor Charles A. Young, of Dartmouth College; Vice-Admiral T. Porter.



## ARMY PERSONAL.

THE leave of absence for seven days granted First Lieutenant Frank Thorp, Fifth U. S. Artillery, has been extended five days.

BREVET Major A. G. Robinson, assistant quartermaster, U. S. Army, is announced as chief quartermaster of the District of New Mexico.

COLONEL John K. Mizner, major Fourth U. S. Cavalry, was ordered, April 20, to proceed to Fort Griffin, Texas, and assume command of that post.

CAPTAIN George M. Templeton (unassigned), late of the Twenty-seventh Infantry, died of consumption at Pittsburgh, Pa., on Wednesday, May 4.

CAPTAIN T. M. K. Smith, U. S. Army, was ordered, April 20, to proceed to Ringgold Barracks, Texas, and report to the commanding officer for duty.

CAPTAIN Luke O'Reilly, U. S. Army, has been ordered to report, May 1, to the commanding officer Jackson Barracks, La., for assignment to duty at that post.

CAPTAIN George Baldey, U. S. Army, is assigned to duty at New Orleans, La., in charge of the records of the late Department of Louisiana, from April 16.

MAJOR Henry B. Reese, paymaster U. S. Army, was ordered, May 9, to proceed to West Point, N. Y., to pay the officers of that post for the month of April, 1870.

LEAVE of absence for thirty days was, May 3, granted Brevet Lieutenant-Colonel G. Norman Lieber, major and judge-advocate U. S. Army, judge-advocate of the Department of Dakota.

BREVET Lieutenant-Colonel George L. Febiger, major and paymaster, U. S. Army, chief paymaster of the Department of Texas, was, April 18, ordered to repair to New Orleans, Louisiana.

HOSPITAL Steward Joseph Junker, U. S. Army, was, April 21, ordered to proceed from Corpus Christi, Texas, to Ringgold Barracks, Texas, and report to the commanding officer of that post for duty.

BREVET Brigadier-General Nelson H. Davis, assistant inspector-general of the Department of the Missouri, was, on the 7th, ordered to proceed without delay to Fort Harker and return, on business connected with his department.

LEAVE of absence for fifteen days has been granted to Brevet Lieutenant-Colonel H. B. Bristol, captain Fifth U. S. Infantry; this leave to take effect when his services can be spared from his post in the Department of the Missouri.

ON surgeon's certificate of disability, leave of absence for thirty days was granted Second Lieutenant Thomas B. Reed, Twenty-fourth U. S. Infantry, April 19, and also to First Lieutenant Freeman E. Olmstead, Tenth U. S. Infantry.

HOSPITAL Steward William H. Gilman, U. S. Army, was relieved April 18 from duty at the post of Jefferson, Texas, and ordered to proceed without delay to Galveston, Texas, and report to the commanding officer of that post for duty.

FIRST Lieutenant Herman Schreiner, U. S. Army, depot and issuing commissary of subsistence, San Antonio, Texas, was ordered, April 23, to repair to Austin, Texas, on business connected with the Subsistence Department.

MAJOR Edwin D. Judd, paymaster U. S. Army, was ordered, April 23, to proceed to New Orleans, La., on business connected with the Pay Department. Upon the completion of this duty Major Judd will return to Austin, Texas.

CAPTAIN E. F. Wenckebach, U. S. Army, unattached, was relieved, May 3, from signal duties at the Headquarters Department of Dakota, and ordered to Fort Wadsworth, D. T., to make a thorough and detailed inspection of that post.

BREVET Major-General John Gibbon, colonel of the Seventh Infantry, has taken post at Fort Shaw, M. T., as post and district commander. The major of the regiment, Brevet Lieutenant Colonel W. H. Lewis, will take post at Fort Benton, M. T.

LEAVE of absence for thirty days, with permission to leave the limits of the Department of Texas and apply to the Adjutant-General of the Army for an extension of ninety days, was, April 23, granted Captain William A. Rafferty, Sixth U. S. Cavalry.

CAPTAIN J. P. Schindel, Sixth U. S. Infantry, has been permitted to apply to the Adjutant-General of the Army, through headquarters Military Division of the Missouri, for an extension of ninety days (instead of thirty days) to the leave granted to him.

SECOND Lieutenant Frank P. Gross, Ninth U. S. Cavalry, was relieved from duty at Fort Clark, Texas, April 23, and ordered to proceed without delay to Fort McKavett, Texas, and report to the commanding officer for assignment to duty with Company F, Ninth U. S. Cavalry.

LEAVE of absence for thirty days, with permission to apply to the Adjutant-General of the Army through headquarters Military Division of the Missouri for an extension of ninety days, was, May 6, granted Brevet Captain D. L. Craft, second lieutenant Sixth U. S. Infantry.

PERMISSION to apply to the Adjutant-General of the Army for a further extension of thirty days to the leave of absence extended in Special Orders No. 265, series of 1869, from Headquarters of the Army, was, April 21, granted Brevet Lieutenant Colonel Samuel K. Schwenk, U. S. Army.

ACTING Assistant Surgeon Rufus Choate, U. S. Army, was ordered, April 26, to Fort Richardson, Tex.; Acting Assistant Surgeon John E. Tallon, U. S. Army, to Fort McIntosh, Tex.; and Acting Assistant Surgeon Henry Spohn, U. S. Army, from Fort McIntosh, Tex., to Fort Clark, Tex.

SECOND Lieutenant G. P. McDougall, Sixth U. S. Infantry, acting assistant quartermaster, was, on the 6th

ordered to proceed to the town of Fort Smith, Ark., for the purpose of carrying out certain instructions to be given him by the chief quartermaster of the department. After completing this duty he will return to his station, Fort Gibson, I. T.

ALLAN Rutherford, late captain U. S. Army, and brigadier-general U. S. V., has received the appointment of Third Auditor of the Treasury.

BREVET Brigadier-General James A. Ekin, lieutenant-colonel and deputy quartermaster-general, U. S. Army, is announced as chief quartermaster of the Department of Texas.

LEAVE of absence for thirty days, with permission to leave the limits of the Department of Texas and to apply to Headquarters Military Division of the South for an extension of thirty days, was granted Brevet Major Clarence Mauck, captain Fourth U. S. Cavalry, April 19.

BREVET Major J. H. Butler, captain U. S. Army, unassigned, having completed the duty for which he was ordered to report to Brevet-Major-General McDowell, President of the Retiring Board in session in New York city, will return to his proper station (Louisville, Ky.).

BREVET Brigadier-General Alexander J. Perry, major and quartermaster U. S. Army, is announced as chief quartermaster of the Department of the Platte, relieving Brevet Brigadier-General William Myers, assistant quartermaster U. S. Army, who will report in person to the quartermaster-general.

ACTING Assistant Surgeon F. B. Gillette, U. S. Army, was April 21, ordered to accompany the troops ordered from Corpus Christi, Texas, to Ringgold Barracks, Texas. Upon completion of this duty, Dr. Gillette will proceed to Fort Clark, Texas, and report to the commanding officer for duty.

As soon as the records at the late headquarters Department of Virginia can be prepared for that purpose, and sent as directed in Brevet Major-General Canby's General Orders No. 33, Lieutenant Colonel D. Woodruff, unassigned, will report for further orders to the Adjutant-General of the Army.

HOSPITAL Steward William Torrens, U. S. Army, now on duty at Fort Warren, Boston Harbor, Mass., has been relieved from duty there, and ordered to Fort Ontario, Oswego, N. Y. Hospital Steward Jeremiah Phelan, U. S. Army, now awaiting orders at Fort Adams, R. I., is ordered to Fort Warren, Mass.

BREVET Captain John Whitney, first lieutenant Eleventh U. S. Infantry, was ordered, April 23, to proceed to Galveston, Texas, in obedience to summons from the United States District Court, Eastern District of Texas. On being relieved from attendance upon the court, Brevet Captain Whitney will return to his station.

THE following officers were registered at Headquarters Department of the East for the week ending May 4, 1870: Second Lieutenant R. C. Breyfogle, U. S. A.; First Lieutenant J. M. Ropes, Eighth Cavalry; Brevet Brigadier-General B. C. Card, quartermaster U. S. A.; Brevet Major J. H. Butler, U. S. A.; Second Lieutenant C. S. Heintzelman, Third U. S. Cavalry.

BREVET Colonel Silas Crispin, major, Ordnance Department, was relieved, May 3, from duty as a member of the General Court-martial convened at the Army building, New York City, by paragraph 2, Special Orders No. 80, current series, from Headquarters Department of the East, and Brevet Colonel T. T. S. Laidley, lieutenant-colonel, Ordnance Department, detailed in his place.

FIRST Lieutenant John Whitney, Eleventh U. S. Infantry, was relieved, April 25, as a member of the General Court-martial instituted by paragraph 1, Special Orders No. 5, current series, from Headquarters Department of Texas, and appointed judge-advocate of the General Court-martial instituted by paragraph 1, Special Orders No. 5, current series, vice Captain Thomas H. French, U. S. Army, relieved.

BREVET Brigadier-General W. W. Burns, major and C. S. U. S. A., was relieved, April 30, from duty as a member of the General Court-martial convened at the Army building, New York City, headquarters Department of the East. Brevet Colonel C. L. Best, major First U. S. Artillery, detailed in his place. The time for the assembling of the Court-martial is changed from the 3d to the 10th of May, 1870.

THE following officers were registered at headquarters Department of the East for the week ending May 10, 1870: Second Lieutenant C. R. Bennett, Fifth U. S. Artillery; Brevet Major General T. Seymour, Fifth U. S. Artillery; Lieutenant W. G. Sprague, U. S. Army; Brevet Major George Q. White, U. S. Army; Captain John M. Hamilton, U. S. Army; Captain C. Wheaton, U. S. Army; Brevet Brigadier-General Geo. Thom, Corps of Engineers; Surgeon A. N. McLaren, U. S. Army; Brevet Brigadier General William Hays, Fifth Artillery; Brevet Colonel C. L. Best, First Artillery.

IN response to a call heretofore issued, a meeting of ex-officers of colored troops, was held at the Union League Club, New York, May 10, for the purpose of organizing a society similar to those established by others, who served in the Union Army during the war. Colonel T. W. Higginson was called to the chair and Major George B. Halsted appointed secretary. The chairman briefly stated the origin of and objects contemplated by this meeting, and expressed pleasure in seeing present representatives of so many colored military organizations which, as is now acknowledged by all, in the late war did the state some service. He read letters from several not able to be present, yet agreeing in the object proposed, viz.: Generals Hunter, Butler, Andrews, and others.

A resolution was adopted, "That it is expedient to form an organization which shall perpetuate the ties and continue the work of the colored troops which served during the war." On motion of General Kiddoo, a committee of seven, of which the chairman and secretary shall be members, was appointed to prepare a con-

stitution and by-laws to be submitted to a future meeting. This committee consists of Colonel Higginson, Generals Kiddoo and Halliwell, Majors Augusta (colored), Corwin, and Halsted, and Captain Mann.

General Selvaage was appointed temporary treasurer. A resolution of thanks to the Union League Club for kindness in granting the free use of their room was passed, and the meeting adjourned, to meet in New York September 23, 1870—the anniversary of Lincoln's proclamation of freedom.

Generals R. M. Hall and J. W. Selvaage and Major J. Langdon Ward were appointed a committee of arrangements for the next meeting.

## CHANGES OF STATIONS.

THE following is a list of the changes of stations of troops reported at the War Department since last report:

Company B, Tenth Infantry, from Corpus Christi, Tex., to Ringgold Barracks, Tex., August 20. Ordered.

The whole regiment Fourteenth Infantry, from Sioux City, Iowa, to near Fort Randall, D. T., April 25. Ordered.

The whole regiment Seventeenth Infantry, from Sioux City, Iowa, to near Fort Sully, D. T., April 25. Ordered.

Company A, Twenty-first Infantry, from Camp Reno, A. T., to Camp McDowell, A. T., March 10.

The whole regiment Twenty-fifth Infantry, from Louisiana, to San Antonio, Tex., April 21. Ordered.

The Nineteenth Infantry to be distributed in Louisiana as follows: two companies at Baton Rouge, La.; two companies at Fort Jackson and St. Philip, La.; five companies at Jackson Barracks, and one company at Shreveport, La. Letters of companies not stated—to be designated by regimental commander.

Company L, Fourth Cavalry, from Corpus Christi, Tex., to Ringgold Barracks, Tex., April 20. Ordered.

Company F, Sixth Cavalry, from Shreveport, La., to Jefferson, Tex., April 21. Ordered.

No change in headquarters or stations of companies of artillery reported since May 3.

## THE NAVY.

The Editor invites for this Department of the JOURNAL all acts of interest to the Navy, especially such as relate to the movements of officers or vessels.

## VARIOUS NAVAL MATTERS.

THE following confirmations of appointments in the Navy have been made by the Senate: Paymaster John H. Stevenson, United States Navy, to be advanced fifteen numbers in his grade, and to rank next after Paymaster F. H. Hiram, for "extraordinary heroism." John C. Wise, to be assistant surgeon in the Navy. Ensign Jerome E. Morse, to be master in the Navy. George A. Crawford, to be chaplain in the Navy.

DESPATCHES have been received at the Navy Department from Commander Henry Wilson, announcing the arrival of the U. S. steamer *Frolic*, under his command, at Halifax, N. S., on the 30th ult.; and that he found in that port Her Majesty's gunboat *Philomel*, just arrived from Bermuda. The *Frolic* would leave for Prince Edward's Island on the following morning.

THE U. S. frigate *Guerriere* was undocked last week and towed to the Ordnance Dock, Brooklyn Navy-yard, where she will receive her armament, which will consist of sixteen 9-inch guns, and two 100-pounder rifles on the gun-deck, two 100 pounders in broadside aft, and a 60-pounder rifle on the fore-castle on the spar-deck, and eight howitzers. By a recent order, all boats capable of carrying howitzers are to be supplied with them.

THE first-class sloop of war *Worcester*, which was built at the Boston Navy-yard, and launched August, 1865, is now in the dry dock, there undergoing repairs. The vessel will be made ship-rigged, and have her four fanned propeller taken out and a double fan put in. The *Worcester* has never been outside the yard, having lain at the wharves about five years. She is to relieve some vessel of a foreign squadron. The *Palos* will have her masts placed in position next week. She will be ready to join the Asiatic squadron in about a month. The "shear" wharf will be rebuilt during the summer. The *Shenandoah* will be ready for sea in about a month. She is to be under the command of Commander Wells. There are about 750 men employed at the Navy-yard. The construction department employs 350; steam engineering, 175; yards and docks, 100; equipment and navigation, 50; ordinary gang, 100.

AMONG the passengers by the steamship *Arizona* from Aspinwall, which arrived at New York, on the 9th were James Suddards, Acting Boatswain Nicholas Anderson and forty-nine of the survivors of the United States steamship *Oneida*, also Lieutenant-Commander E. E. Preble, U. S. Navy, from Callao. The following is the list of survivors of the *Oneida*, who arrived here yesterday, as above stated: James Suddards surgeon; Isaac I. Yates, master; Nicholas Anderson, mate; Thomas J. Lyons, boatswain's mate; Thomas Stevenson, William Tucker, quarter-gunner; William C. King, captain afterguard; James Jordan coxswain; Michael Murray, cook; Patrick Cunningham, Edward Reilly, Edward Tate, first-class firemen; James McDonald, John Sweeney, Edward Mulord, John Green, second-class firemen; Albert Rugart, Peter Norman, William Taylor, John Rushby, William Anderson, William H. Bennett, seamen; Charles Brown, Henry Sanders, William Britney, Charles Regan, James Hourton, William H. Roach, Joseph S. Long, Christian Yager, John Squires, Henry Bennett, John Jones, ordinary seamen; Robert F. Peard, Thomas Speers, Philip McDonald, George W. Kauffman, landmen; William Henry, school-master; Henry Weil, John Long, first-class boys; Thomas Begley, Robert F. Dyer, Michael Boyle, Henry Garner, Peter Smith, Martin McKail, Patrick Shehan, coal-heavers; James Stanley, corporal marines; John Reilly, Washington Postley, William Triol, F. J. Connolly, privates.

ADMIRAL and Mrs. Gedon gave a very brilliant entertainment last Thursday evening, in honor of their son and daughter-in-law, Mr. and Mrs. Angelo Godon, nee Curtis, at the house of the commandant, in the Brooklyn Navy yard. The house was brilliantly lighted and decorated, and crowded with invited guests from New York and Brooklyn. As the Navy band was in



attendance in full force, of course the music was delightful; and dancing was entered into with great spirit, and continued till a late hour in the night.

A TELEGRAPH from Washington announces that private and official reports from the Darien ship canal expedition state a canal across the Isthmus of Darien cannot be constructed. A despatch from Captain Selfridge says: "We have finished surveying the Darien route and found it impracticable for a ship canal. I am now at work on the line from the Gulf of San Blas, about eighty miles east of Aspinwall, with better prospects of success. I expect to get through so that the expedition can return to the United States about the middle of June. The health of the expedition continues good."

REAR-ADMIRAL, H. K. Hoff has been appointed president, and Commodore A. M. Pennock, Captain William Reynolds, Surgeon Joseph Beale, Paymaster George F. Cutter, and Chief Engineer W. W. Wood, members, on the part of the Navy, of the board of visitors to attend the annual examination at the Naval Academy, Annapolis, Md., which commences on the 20th of May. The civilian members of the board are Thomas Cadwalader, N. J.; Stanley G. Trott, S. C.; John R. Bartlett, R. I.; Paul Dillingham, Vt.; Prof. H. B. Wilson, Minn. General W. F. Reynolds, U. S. Army, and General T. G. Pitcher, U. S. Army, superintendent Military Academy, West Point, have also been designated as members of the board.

We have received the following memoranda from the Norfolk Navy-yard: May 2.—Lieutenant W. H. Elliott, attached to the monitor *Terror*, resigned on Thursday, and has taken his departure. May 3.—Commodore M. Smith, chief of the Bureau of Equipment and Recruiting, visited the yard and receiving ship *New Hampshire*, and received the customary salute of thirteen guns; May 4.—Major Thomas Y. Field, U. S. M. C., was relieved of the command of marines at this yard by Major G. R. Graham, U. S. M. C., and Commander Thomas Patterson and family took their departure on the *Isaac Bell*. May 7.—U. S. tug *Triana*, Lieutenant W. T. Buck commanding, arrived at 7 A. M., having touched at Boston, New York, and Philadelphia Navy-yards. May 8.—U. S. tug *Pilgrim*, Lieutenant Wm. B. Newman commanding, arrived from Philadelphia at 4:15 P. M. She needs coaling and a few repairs.

The New York Times of Thursday says: "The telegraph has already reported that 'Uncle' Ben. Fleming, maintopman on the *Niagara* on the day of 'Perry's Victory,' died in Erie, Pa., on Monday. The *Dispatch* of that city says that he was born in Lewiston, Del., in 1782, and entered the naval service on board the frigate *Essex* in 1811, and at New York volunteered for the lake service. He was with Elliott at the capture of the *Caledonia* and *Adams*, near Buffalo, on the night of October 9, 1812, and in several other expeditions, but it was the old man's pride to recite the events of the glorious 10th of September, 1813. The veteran lived in Erie since the war, and has for some years past been an honored dependent on its willing bounty. For several weeks past the infirmities of age have been rapidly gathering around and weakening him, until he could scarcely totter out, his last trip down town being taken a couple of weeks ago. He was unconscious for some hours before he breathed his last, his spirit finally passing away so gently that the exact moment of his death could not be noted."

#### COMMANDER WILLIAMS AT FORT SUMTER.

(From the Boston Advertiser.)

THE late Captain E. P. Williams, of the *Oneida*, was the commander of a detachment, the only one which landed, of the force detailed for the naval attack on Fort Sumter. The fort appeared to those on board of the ships to slope from the ground inwardly, like any ordinary heap of sand or debris, and it was supposed that our gallant tars would find it easy to climb up the slope and carry the work by storm. But when the crews of the two or three boats which followed the lead of Captain Williams had landed, they found that the inclination was from the top inward, so that to climb it was physically impossible. They were directly under the fire of the muskets as well as the cannon of the garrison, and had no choice but to surrender or be uselessly butchered. They were treated with great kindness by the commander of the fort, Colonel Elliot, of Charleston, a gentleman well known and esteemed in Boston, who permitted them to send for clothing and money, and carried his chivalrous courtesy so far as even to permit one of the officers in whose trunk had, by accident, come off the signal-book of the fleet, to return it.

The prisoners were soon after sent to Columbia, S. C., where the officers, who were allowed to send for money as they needed it, were for the most part comfortable, but about this time it was determined by the Confederates to hold Captain (then Lieutenant) Williams and his friend and fellow-prisoner, Lieutenant Porter, as hostages for two officers of the Confederate navy, then under detention or on trial for piracy in New York; and the two former were removed from their fellow-officers, who were all in one room of the jail, and chained by the legs together in a small room adjoining the former, for a considerable period. While there an amusing incident occurred, well calculated to lighten their captivity. A surgeon, one of the prisoners who had been released and had reached New York, sent to his friends from thence some large packages of such things as he well knew them chiefly to need, such as canned meats and fruit, books and the like. The two hostages took turns in peeping through the key-hole and gleaning over the treasures as their friends gradually brought them to light, and finally received as their share of the spoil some books and cans of quahaugs. These cans they at once proposed to return and exchange them for books, but their comrades obstinately and to them unaccountably sent them back. They felt no special hankering for quahaugs, but they had plenty of time, whatever else they might lack, and Captain Williams soon took

his jackknife and opened one of the cans. "Why, this is a Yankee trick," he at once exclaimed; "there are no quahaugs here," nothing "but some liquid." On withdrawing his knife, however, he noticed the scent of that liquid and discovered it to be whiskey, which the two captives were sailors enough to appreciate.

While at Fort Sumter, Colonel Elliot took Captain Williams about the fort, and showed him that there was but one place where a man could get in, even if unopposed, but at this point two or three men could successfully resist a host.

#### NAVY GAZETTE.

##### REGULAR NAVAL SERVICE.

###### ORDERED.

MAY 4.—Lieutenant-Commander H. C. Tallman, and Lieutenants Geo. H. Durand and E. T. Strong to the receiving ship *Vermont*.

Lieutenant John C. Merong, to the receiving ship *Ohio*. Master John F. Merrell, to signal duty at Washington, D. C. Second Assistant Engineer Charles H. Greenleaf, Ralph Aston, J. M. Emanuel, and Henry Snyder, to Philadelphia for examination for promotion.

MAY 6.—Masters Thomas G. Grove, R. B. Peck, Geo. A. Norris, C. H. West, and Ensign Edward D. Tausig, to Washington for examination for promotion.

MAY 7.—Lieutenant-Commander James M. Pritchett, to the receiving ship *Vermont*.

Lieutenant Horace Elmer, to duty in the North Atlantic Fleet.

###### DETACHED.

MAY 4.—Lieutenant-Commander Allen V. Reed, from the *Vermont*, and ordered to equipment duty at the Navy-yard, New York.

MAY 9.—Passed Assistant Surgeon James M. Flint, from the *Franklin*, and granted two weeks' leave.

MAY 10.—Lieutenant William T. Buck, from the command of the *Triana*, and granted a leave of absence for one month.

Master W. W. Reisinger, from the *Asiatic Fleet*, and ordered to return to the United States.

###### ORDERS REVOKED.

MAY 7.—The orders of Lieutenant-Commander H. C. Tallman, to the receiving ship *Vermont*, and he is granted sick leave.

###### APPOINTED.

MAY 10.—John C. Wise, of Baltimore, Md., and John L. Neilson, of Cincinnati, Ohio, assistant surgeons in the Navy.

Charles F. Eastman, of Maine, an assistant paymaster in the Navy.

###### LIST OF DEATHS

In the Navy of the United States, which have been reported to the Chief of the Bureau of Medicine and Surgery for the week ending May 7, 1870:

Peter Moakler, seaman, May 1, U. S. steamer *Vermont*.

Joseph Crown, seaman, May 5, U. S. steamer *Sanlee*, at Annapolis.

###### CHANGES IN THE MARINE CORPS.

THE following are the changes in the officers of the Marine Corps since last memorandum, viz.:

Captain William B. McKean.—On April 18, 1870, placed on retired list.

First Lieutenant Frank D. Webster.—On April 30, 1870, ordered to proceed to Portsmouth, N. H., and report to the commanding marine officer at that station for duty.

###### PROMOTIONS IN THE MARINE CORPS.

MAY 10.—First Lieutenant Percival C. Pope to a captain in the Marine Corps from April 16, 1870, vice Captain Wm. B. McKean, transferred to the retired list.

Second Lieutenant Manoll C. Goodrell to a first lieutenant in the Marine Corps from April 18, 1870, vice First Lieutenant Percival C. Pope, promoted.

THE Senate Committee on Pensions, to whom was referred the bill increasing the pension of Mary Louise Gareshe, widow of Colonel Gareshe, from thirty to fifty dollars per month, have made the following report:

It appears from the evidence before the committee, that Colonel Gareshe was a gallant and accomplished officer, and that he met his death in battle, while bravely leading his command against the enemy; that his widow is a lady of estimable character, in poor health and necessitous circumstances, and that her present pension is insufficient for her comfortable support and the education of her children; all which facts are vouched for and the petition recommended by the Chief Justice of the Supreme Court, the Secretary of War, and the General of the Army. As the case is a representative of a large class, the committee think it proper to state fully to the Senate the reasons which have influenced their decision. Your committee do not understand that it is the intent of the pension laws to provide a full and comfortable support for those who may have lost their means of livelihood, wholly or in part, in consequence of services rendered the government by themselves or those upon whom they are dependent. The amount fixed by law must, in all cases, be inadequate to that purpose, by itself; and it is plainly impossible, however desirable it may be, to enter into a particular investigation of the circumstances of each case, in order to ascertain the precise amount required for that object. They are unable to see anything in the circumstances of this case to distinguish it in principle from hundreds and thousands of others in which the pensioners are unable to obtain a comfortable living, and can see no propriety in singling it out for special legislation. If an increase, such as is asked, is consistent with the public welfare, it should be made to all alike, by general law. For these reasons, the committee is of opinion that the bill ought not to pass.

A GENERAL COURT-martial was appointed to convene at McPherson Barracks, Atlanta, Georgia, on the 11th inst. Detail: Brevet Lieutenant-Colonel John Christopher, captain Eighteenth Infantry; Brevet Lieutenant-Colonel Anson Mills, captain Eighteenth Infantry; Brevet Major James Stewart, captain Eighteenth Infantry; First Lieutenant George J. Madden, Eighteenth Infantry; Brevet Captain Charles R. Paul, first lieutenant Eighteenth Infantry; Brevet Captain Michael Leahy, first lieutenant Eighteenth Infantry; Brevet First Lieutenant Robert F. Bates, second lieutenant Eighteenth Infantry; Brevet First Lieutenant John Anderson, second lieutenant Eighteenth Infantry, Judge Advocate.

#### CORRESPONDENCE.

Our correspondents are informed that communications intended for our columns, to receive prompt attention, should invariably be addressed to THE EDITOR OF THE ARMY AND NAVY JOURNAL, Box 3,201, New York.

#### THE CHERRY PIPE—THE CHERRY PIPE.

To the Editor of the Army and Navy Journal.

SIR: While sitting in my room "awaiting orders" and ruminating, with one eye on Congress to see what becomes of the other and the body they are both set in, I am transported by fancy (no mileage allowed) back to the winter of '67, at the beginning of the year, when, at a post on the Plains not far from Cottonwood Springs, were waiting orders, or rather opportunity, to forward to Fort Phil Kearny, a number of officers of various grades, but socially of one rank. I experienced a pleasing and vivid recollection of the social tone of the garrison. Though everybody was waiting for "something to turn up," yet what was to be was not allowed to overcloud the present. There were not many of the "old Army" there, but with a considerable number of the "re-organized" all blended most harmoniously together. I am reminded of a collection of the garrison one evening at the old log quarters occupied by the owner of "Bones" and "Aubrey," and a few others who could not boast of their horsemanship; how it was voted that somebody should read "Pickwick;" whereupon meershaums and cherry-woods were filled and lighted and the party composed themselves to listen. Reading began; meantime in the centre of the room could be seen, and not heard, the stirring of a liquid in a bucket, from which the odor of the tart India fruit issued, lending an increased interest to Mr. Pickwick's and party's visit to the jolly Wardle. After the "Fat Boy" had been asleep for numberless times, somebody very dryly suggested that the party would like to be relieved of any doubt, if any existed, as to the contents of the vessel on the centre-table. All doubts were immediately dispelled, and pipes were being filled again when suddenly Mc— of the "Second Horse," fell back on a cot bed apparently in a fainting fit. Upon being partially restored, the company pressed eagerly around him to learn the cause. It was soon disclosed that it was one of the number present who was the cause. For the sick man pointed toward one of the "Twenty-seventh Foot," who stood agog with a long stemmed pipe in one hand and a tin cup of water in the other, ready to administer either of the elements to accomplish restoration. It was finally explained that the pipe held by the Infantry arm of the service was the probable cause, as it turned out to be a long-lost treasure which, though of no great value in dollars, yet to the rightful owner its price was very dear, having become so by long association. The Infantry turned the pipe over to the Cavalry, who, reviving, made a stand and returned thanks. It was then and there unanimously resolved that sympathetic and congratulatory lines appropriate to the occasion should be composed and read to the entire party. The Infantry branch was called on to make the lines, and the temporary possessor of the pipe withdrew to one corner of the room, seated himself on a thousand rounds of ammunition, Cal. 58, and taking out of his pocket a sutler's bill, indited on the back of it the following touching lines:

Alas, the cherry pipe is gone;  
Still one knows 'tis weak to mourn;  
Yet human weakness can't refrain  
From wishing that pipe back again.

Fond mem'ry clings with saddened joy  
To scenes in which that "useful toy"  
Was wont to act; but why a fear?  
What can daunt a cavalier?

"A soldier of a thousand fights,"  
Who, in the saddle days and nights,  
Has never quailed when shot and shell  
And many heroes round him fell.

Should such a one, whose very name  
Is writ so high in the book of Fame,  
Be humbled and of caste so mean  
As to mourn the loss of an "old dudder?"

Never! no, it must not be;  
To rise above such misery  
Is better, boldly, nobler met,  
Than waste a life in vain regret.

Ye gods! what thrills of sweetened pain  
To bring to view that pipe again—  
Before me, "what is this I see?"  
O, pipe, is this thy ghost or thee?

O, bliss untold, 'tis thee, old pipe,  
Let me put my friendly gripe  
On thee—"enough"—the word is spoke,  
And thus it ends (we know) in smoke.

The Infantry piped these lines in a mellow voice, and after loud and long cheers of approbation and quiet being restored, a motion to adjourn was considered and favorably acted on.

#### CROSS MULTIPLICATION.

To the Editor of the Army and Navy Journal.

SIR: I notice on page 599 of your last issue a communication from a correspondent on a "mode of cross multiplication." The writer is, without doubt, conscientious in claiming for himself the merit of discovery. I would beg leave, however, to inform him that the mode has been in use for at least thirty years. An officer of this establishment has used it for that length of time. It is the same method which the "lightning calculator" used to exhibit in times past at Barnum's Museum. I have been informed on reliable authority, that many accountants through the city practise the method and that



It is to be found in Thompson's arithmetic. I myself have used the mode for four years past in a business which requires great manipulation of figures and rapidity of calculation. I subjoin a chart published by me in 1868, giving an original explanation of the same method.  
GEORGE T. EDELMAN, U. S. Assay office, N. Y.

#### A BOAT RACE IN CALLAO BAY.

To the Editor of the Army and Navy Journal.

SIR: I send you an account of a boat race between the second cutter of the U. S. steamer *Kearsarge* and the first cutter of the U. S. steamer *Resaca*, both pulling twelve oars, which came off in the waters of Callao Bay, Peru, on the afternoon of April 16, 1870.

The course was laid off so that the boats would have to pull three miles to leeward, around a stake boat, and back. A few minutes before 4 P. M., the inside track having been tossed for, and won by the *Kearsarges*, both boats pulled up and took their positions, the coxswains holding on to the dead line. At 3:54 the judge asked them if they were all ready, and being replied to affirmatively, gave the orders, "Stand by," "Go," when both boats started with a jump together (at 3 h. 54 min. 31 sec. P. M.), which, in the words of a "Yankee," residing here, "made him think that they were going clean out of water." Before they had gone a hundred yards, the *Kearsarge's* boat took the lead, which caused vociferous cheering from the ship which it represented, but which was immediately given back by the *Resaca's* crew. The *Kearsarge's* rounded the stake-boat first in 18 min., 14 sec., and was homeward bound, when the *Resaca's* rounded forty seconds later (18 min., 54 sec.). The *Kearsarge's* boat kept the lead all the way home, passing the starting buoy at 4 o'clock, 34 min., 59 sec., making the six miles in 40 min., 28 sec. The *Resaca's* came in 43 sec. later, making the course in 41 min., 11 sec.

The victorious crew, after receiving the stake money, started for the ship. As they passed the stern of the French fleet they were greeted by loud cheers which were returned; as they passed the French flagship *Astree*, in addition to the cheers, they were saluted by the band playing "Hail Columbia." This compliment was returned by the crew pulling around the ship, and, with their oars speak, giving three loud cheers. As the *Resaca* boat was called the champion of the northern division, and as the *Kearsarge's* had gained every race in the Southern waters, this leaves her champion of the Pacific Fleet.

U. S. STEAMER KEARSARGE, BAY OF CALLAO, PERU, April 22, 1870.

#### DEFECTS IN OUR SYSTEM OF TACTICS.

To the Editor of the Army and Navy Journal.

SIR: In view of the fact that our present system of tactics is being revised by a board of officers, I desire to invite attention to a few defects in the development of the new system which have been brought to my notice by a careful study of the work, and by a practical experience in its application. The following extract from the preface of a work on the "Operations of War," by Colonel Hamley, Royal Artillery, professor of military history, strategy, etc., in the staff college, seems to be pertinent to the subject of tactics, and foreshadows the changes which advancement and experience suggest:

"In the changes of the infantry weapon, a new element, namely, rapidity of fire, added to that of precision had become of main importance in many problems that now pressed themselves on the attention of those governments which deem it almost a condition of existence to be always prepared for war; and the continent is now resounding with tactical discussions, such as do not often agitate our insular community. Coincident with these questions has arisen a general demand for that military organization which shall produce the strongest army on the cheapest terms. In imitation of the Prussian system, a shortened term of service in the army, followed by a period of liability to be recalled to the ranks in case of war, has on the continent become the rule; and as, under such conditions, time will not permit soldiers to be trained in any manoeuvres except those of real significance in war, a revision of that cumbersome and painful system of instruction which was based much more on considerations of show than of need, has become necessary."

"From time to time officers, eminent in the field, have protested against this worse than useless pedantry, but without effect, till the logic of necessity came to reinforce that of reason."

"It may now be hoped that some criterion of military qualities may be universally established more just and true than that of the barrack and parade."

The above opinion of Colonel Hamley is, without doubt, becoming prevalent in the minds of nearly all our most able military men. Not unfrequently do we hear the commanders in our late war relate how they improvised movements to suit the occasion; how they formed columns best adapted to the march; how they ignored and abandoned the deployments in the old tactics, when impracticable; and, relying upon their knowledge of the object of the principles of deployments, performed evolutions in the most natural, most easy, and most rapid manner.

Experience has shown that the old rules for evolutions were encumbered with too much rigidity. The fixed formations of the units for evolutions destroyed to an extent the suppleness of the mass. To overcome this, General Upton, in his application of the four as the smallest flexible unit, has added and applied a principle which has produced already a beneficial reform.

I shall not stop to question the advantages of the new over the old system. They are well set forth in the proceedings of the board of distinguished officers who recommended the adoption of this work. This board adopted the system as founded on the smallest flexible unit, but they did not assert that the system had been fully and completely applied.

To this question I invite attention: Has the new system been fully carried out, and the theory completely developed? Has all that was useless in the old system been totally destroyed? Useless, because it was burdened with so much rigidity that one must either depart from the rules or cause delay in the evolutions which depend upon them.

Has not the rapidity of some of the new evolutions been diminished by holding fast to the old inbred ideas which early education and subsequent practice have formed in the minds of many old soldiers?

Let us first briefly call attention to the subject of commands as they now exist. When it is known that there are some 300 commands in the book, it becomes quite an object to have these commands so framed that they are easily learned, and easily remembered by one who is obliged to learn them in a short time. The omission or the use of the little preposition *by* in the commands often puzzles the officer who desires to be perfect in his drill.

The first difficulty that one observes in our tactics is that of fixing a rule in the mind by which he may always know when to introduce the name of the unit addressed. At a halt the command is 1. *Squad—forward* 2. MARCH; and 1. *Side step to the right*; 2. MARCH. The command is *Squad—right wheel*; 2. MARCH, for a squad at a halt, and, 1. *Squad—right wheel*; 2. MARCH, for a squad marching; still, in many cases while marching, the name of the unit addressed is left out of the preparatory command, as, 1. *Right oblique*; 2. MARCH; 1. *Forward*; 2. MARCH; and 1. *Left turn*; 2. MARCH.

To know when to use the word "squad" (or its corresponding term) in these and many other similar commands throughout the book, depends entirely upon an abstract effort of the memory.

If possible, would it not be better to form or frame commands so that a soldier who learns a few can readily form in his own mind all other commands for corresponding or similar movements? Let the preparatory or cautionary commands be composed of as few words as possible to be significant, these words being the same, or similar, and in the same order with regard to each other in the commands for the same generic movements.

Whoever will give a careful study to the subject will discover that no fixed rule has been followed in the formation of all the preparatory commands, and that it is no easy task to adopt that which will be considered the best rule by which all commands can be easily framed.

The following additional commands are given as an example where different rules seem to have been followed in their formation:

1. *Fours right*; 2. MARCH; 3. *Forward*; 4. *Guide left*.

Continue the march: 1. *By company—right wheel*; 2. MARCH; 3. *Forward*; 4. MARCH; 5. *Guide left*.

1. *Close column in mass*.

1. *To half distance close column*.

If column close in mass is correct, would it not be better to have the second command, *column close to half distance*?

In the brigade evolutions we find *column of masses*, in the battalion evolutions *column by divisions*. It is not asserted that the commands as they are, are not expressive, but it seems if it is correct to say *column of masses* in the first case, it would be better to say *column of divisions* in the other.

It will be observed that in many cases the preparatory command only indicates the required formation, in other cases it not only indicates the required formation, but also indicates the required evolutions for the formation, and still in other cases it only indicates the evolutions to be performed, leaving the resulting formation as the consequence of the evolution.

1. *To the right, column of masses*.

The movement is made by the left flank, the column resulting faces to the right.

1. *By the right of companies to the rear into column*. The movement is made by the right flank, the column resulting faces to the right.

1. *Line of masses on first division, first battalion*.

1. *On (such) battalion, close intervals*.

These two commands give from different formations the same resulting formation. Why not use the first command for both?

These are only a few of the cases where different rules have been followed in the formation of commands; but they are sufficient to show that some improvement should be made. But has not General Upton in many cases adhered to the principles of the old system of tactics, to the injury of the full application of the system of fours adopted in his work? Can we not refer as examples of this adherence to the continuance of the lock step in the march in line; to those rigid formations from column which result from a right or left in front, and to the old methods of deployments from column, on lines parallel and perpendicular to the line to be formed.

The lock step would seldom be used in moving a line forward on the battle field, and in the flexible movements of fours, the file-closers being able to pass through the column at any time, there seems to be no necessity in making any formation from column of fours depend upon a right or left in front, as in the evolution from column of fours:

To the right, close column by division (paragraph 1147.)

This evolution followed and applied in the brigade evolutions, with a right or left in front, leads to some complications.

In forming double column at half distance (par. 1,230), the ployments are made on the shortest lines; yet the deployment of the same column (par. 1,224) is made on lines parallel and perpendicular to the line of battle. The same remark applies to columns by divisions. Would it not be better, in forming to the right, close column of divisions, from column of fours, to disregard the right or left in front, indicating in the command the direction in which the column is to face, as—To the right, close column by division face to the front (or rear);

and if in plying a line into column we move on the shortest lines, why should we not do the same in deploying from column into line? The deployment of a column on the battle field is an important evolution, and should be performed in the shortest possible time. Why then move of necessity on the two sides of a right-angled triangle when the hypotenuse is before you?

Another objection to the deployment on lines parallel and perpendicular is this: You are obliged to move a portion of the distance with your company or division in line, which in a rough or broken country where obstacles must be passed may be a matter of some difficulty.

These are a few of the cases where a departure from the old system will materially affect the new, in which precision of movement need not be abandoned, and in which rapidity and flexibility are gained.

H. D.

#### GESH-AH-WITE.

Lo the poor Indian! simple nomad Lo,  
Into my tent he went a week ago;  
With his untutored mind he saw my hat,  
And, hearing no one coming, "friz" to that.  
But I was nigh and saw my sole chapeau  
Upon the head of poor untutored Lo,  
Who smoothing down his locks had turned to go  
When I stepped up and said "One word, friend Lo.  
I find you here, I see you found my hat,  
And, with intent malicious, 'friz' to that,  
Shall I bare-headed go about this camp,  
While you bare-faced wear off my tile, you scamp?  
I've often fed you here; you rob me now."  
He sweetly smiled and simply said "How, how."  
There being no philanthropic chaps about,  
I took my hat and kicked the nomad out.

MACK McKINNEY, Tenth Cavalry.

FORT SILL, I. T., April 23, 1870.

#### MILITARY ORDER LOYAL LEGION.

A STATED meeting of the Commandery of the State of New York was held at Delmonico's, corner of Fifth avenue and Fourteenth street, on Wednesday evening, May 4, 1870, at 8 o'clock. The following candidates for membership balloted for and elected for the first class: Captain Robert P. Gardner, late First regiment, Veteran Reserve Corps, United States storekeeper, Buffalo, N. Y.; Colonel Ladislav L. Zulavsky, late Eighty-second U. S. Colored troops; Brevet Brigadier-General Edward W. Hinks, lieutenant-colonel Twenty-fifth U. S. Infantry. The following were elected officers of the Commandery for the ensuing year: Commander, Admiral David G. Farragut, U. S. N.; Senior Vice-Commander, Brevet Major-General Alexander S. Webb, U. S. A.; Junior Vice-Commander, Brevet Major-General William H. Morris, late U. S. V.; Recorder, Brevet Brigadier-General Charles H. Carleton, late U. S. V.; Registrar, James E. Montgomery, U. S. N., secretary (lieutenant) to Admiral D. G. Farragut, late major U. S. V.; Treasurer, Brevet Major H. C. Lockwood, late U. S. V.; Chancellor, Surgeon Joseph B. Morrison (brevet lieutenant-colonel), late U. S. V.; Chaplain, Chaplain William H. Thomas, late U. S. V.; Council, Brevet Major-General Samuel P. Heintzelman, U. S. A., Surgeon Henry M. Wells, U. S. N., Brevet Major-General Gordon Granger, U. S. A., Paymaster Joseph C. Eldridge, U. S. N., Brevet Major-General Rufus Ingalls, U. S. A.

At a stated meeting of the Commandery of the State of Massachusetts, held at the Parker House, School street, on Wednesday evening, May 4, the following-named were duly elected officers for the ensuing year: Commander, Companion Brevet Major-General Charles Devens, Jr., U. S. V.; Senior Vice-Commander, Companion Brevet Brigadier-General William Cogswell, U. S. V.; Junior Vice-Commander, Companion Foxhall A. Parker, U. S. N.; Recorder, Companion Brevet Major James B. Bell, U. S. V., No. 12 Old State House; Registrar, Companion Lieutenant Henry J. Blake, U. S. N.; Treasurer, Companion Captain William Pratt, U. S. V.; Chancellor, Companion Lieutenant-Colonel William V. Hutchings, U. S. V.; Chaplain, Companion Rev. H. Clay Trumbull, U. S. V.; Council, Companion Brevet Colonel Charles N. Turnbull, U. S. A., Companion Brevet Major J. Henry Sleeper, U. S. V., Companion Captain Alanson H. Ward, U. S. V., Companion Commander William F. Spicer, U. S. N., Companion Brevet Brigadier-General A. P. Rockwell, U. S. V., Major George C. Jarvis, late surgeon Seventh Connecticut Volunteers, was duly elected companion of the first class in the order.

A STATED meeting of the Commandery of the State of Pennsylvania, was held at the quarters, No. 1,103 Walnut street, on Wednesday evening, May 4, when the annual election of officers was held. The following were elected companions of the order: Of the first class, Brevet Major-General Alpheus S. Williams, late brigadier-general, U. S. Volunteers; Brevet Brigadier-General Charles L. Fitzhugh, U. S. Volunteers, late colonel Sixth New York Volunteer Cavalry, and first lieutenant Fourth U. S. Artillery; Captain Charles C. Goddard, late Seventeenth U. S. Infantry.

THE Buffalo correspondent of the New York Tribune writes: "It is frequently very difficult to break up great shafts of cast-iron when necessary to prepare them for the furnace. Old cannon have, therefore, sold low. Upon some, powder and nitro-glycerine have been tried in vain. Some have been burst by ice, others by wedges driven by machinery, or long-continued hard labor, into the muzzle. Here they are cut in two by a continuous stream of molten iron, which wears away the iron as a stream of hot water would eat into a mass of ice. The gun is rolled upon a frame in front of and level with the furnace mouth. Then the muzzle end is shoved in as far as possible among other iron, the opening filled up and luted around the gun, the end of which is melted off. At the next charge it is shoved in another length and is thus reduced until the breach can finally be rolled in, and thus finished without any more expense than with pig or scrap iron."



(From the Boston Sunday Times, May 8, 1870.)

**MILITARY EQUIPMENTS.**

This season has opened very briskly with Messrs. BENT & BUSH, our leading military furnishing house, they having at present, more than double the number of hands employed that they had a year ago, and being overrun with orders from all parts of the country.

They have just supplied the Pawtucket Horse Guard, of Rhode Island, with an elegant set of Russian helmets and plumes, and are now filling an order for a similar set for the Roxbury Horse Guard, of this city. They are making nearly two thousand caps per month for the Regular Army, with whom their goods are very popular, and are just now fitting out the midshipmen at the Naval Academy, with uniform and fatigue caps, and also filling an order for the United States Marine Corps; the latter branch of the service having been entirely supplied with uniform and fatigue caps by Messrs. BENT & BUSH, for the past eight years.

During their long connection with the Army and Navy, the firm have always made it a point to use none but the very best material in goods of their manufacture, and, as showing how their efforts are appreciated, may be mentioned the fact that more than three quarters of the caps worn by United States naval officers are made by this firm, their sales in that class of goods being more than all the New York and Boston dealers' combined.

Last fall they supplied entire the Second, Third, Seventh, Ninth, Tenth, and a part of the Fifth Regiments of Massachusetts Volunteer Militia, and three batteries of our State Artillery; and in one week this season they received orders from Washington Territory, Florida, Maine, and New Mexico, a fact that will enable our readers to form some idea of the distance to which the fame of their goods has spread.

They also do a large business in supplying the G. A. R. Posts, in this and the neighboring States with caps and embroidery. Give them a call.

**BENT & BUSH,**

CORNER COURT AND WASHINGTON STS.,

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Have in stock, a fine assortment of

WHITE DUCK PANTS . . . . \$15 per doz. pair.

STRAW HATS . . . . . \$15 per dozen.

WHITE BERLIN GLOVES . . . . from \$3, to \$5 per doz.

the latter of very extra quality, all suited for Army wear, and sent by express, C. O. D., everywhere.

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**A FIRST LIEUTENANT OF CAVALRY (SERVING on the Plains)** will transfer with any First Lieutenant of Infantry, on waiting orders, who will offer sufficient inducements. Address at once, X. Y. Z., care ARMY AND NAVY JOURNAL.

**TRANSFER.—A FIRST LIEUTENANT OF ARTILLERY**, now stationed at a good Post, for a consideration will transfer with a First Lieutenant of Cavalry. Date of commission, 1866. Address HOWITZER, ARMY AND NAVY JOURNAL office.

**A CAPTAIN OF INFANTRY, WITH RANK OF 1865**, serving at a pleasant post, desires to transfer with a Captain of Cavalry of same rank. The regiment being one of the old Infantry regiments, an inducement for this transfer will be given. Address CAPTAIN OF INFANTRY, No. 20 North 10th St., Philadelphia, Pa.

**CAVALRY CORPS.**  
SOCIETY ARMY OF THE POTOMAC.  
Major-General ALFRED PLEASANTON..... President.  
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Surgeon R. W. PEASE..... Historian.  
Lieutenant-Colonel IRVINE WHITEHEAD..... Secretary.  
Major R. E. CORSON..... Treasurer.  
Syracuse N. Y.  
61 Wall St., N. Y.  
Norristown, Pa.

OFFICE ACTING ASSISTANT COMMISSARY OF SUBSISTENCE,  
WEST POINT, N. Y., April 26, 1870.

**PROPOSALS**, in duplicate, will be received by the undersigned until 10 A. M., June 1, 1870, for supplying Fresh Beef to the troops at this Post.

The said Beef must be fresh, of a good marketable quality, in equal proportion of fore and hind quarters (necks, shanks, and kidney tallow to be excluded), and to be delivered at this Post, free of cost, in such quantities and at such times, not exceeding four days per week, as the Commanding Officer may direct. The necks of cattle slaughtered for beef, to be delivered under this agreement, shall be cut off at the fourth vertebral joint, and the breast trimmed down. The shanks of fore quarters shall be cut off four inches above the knee joint, and of hind quarters eight inches above the hock joint.

These contracts to be in force one year, commencing on the first day of July 1870, and subject to the approval of the Commissary-General of Subsistence of the Army.

In case of the failure in quality or quantity of the Fresh Beef stipulated to be delivered, then the Acting Assistant Commissary of Subsistence at West Point, N. Y., shall have power to supply the deficiency by purchase and the Contractor will be charged with the difference of cost.

The Contractor will be required to enter into bonds for the sum of Two Thousand Dollars, signed also by two responsible sureties, whose names must be mentioned in the bids.

Proposals will be addressed to  
Brevet Major TULLY MCCAIG, U. S. A., A. A. C. S., U. S. A.,  
WEST POINT, N. Y.

**LONDON ORDNANCE WORKS.**

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**TRANSFER.—A MAJOR OF CAVALRY, WELL UP** on the list, will transfer with a Major of Infantry. Address MAJOR, office of the ARMY AND NAVY JOURNAL.

WE are requested to state that the Annual Reunion of the Alumni of the United States Military Academy will take place at West Point, N. Y., on the 17th of June next, and as follows:

Meeting of the Association of Graduates at 2 o'clock, P. M. Dinner of the Alumni at 5 o'clock, P. M. Reception at 9 o'clock, P. M. At the dinner and reception, all graduates of the Academy, whether members of the Association, or not, are invited to be present; and should it be their intention to attend the former, they are requested to give notice of the fact, if possible, before the 1st of June to the Secretary of the Association, Brevet Lieutenant-Colonel C. C. PARSONS, West Point, N. Y.

**U. S. ARMY AND NAVY JOURNAL.**

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Subscribers who purpose binding their volumes at the end of the year should be careful to preserve their files of the paper, as we no longer recotype the paper, and are not able, therefore, to supply all of the back numbers of this volume.

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**THE PROSPECT IN CUBA.**

TWO events have during the past week awakened new interest in the Cuban cause: one is the murder by the Spaniards in cold blood of the Cuban General DOMINGO GOICOURIA, the other is the arrival in New York of General THOMAS JORDAN who has had the military direction of the rebellion since the opening of the year. GOICOURIA had long been identified with the cause of Cuban independence, and was taken prisoner with LOPEZ, with whom he served as second in command. He was an earnest patriot but was not distinguished as a soldier. The result will doubtless show that he has rendered the Cuban cause greater service dying than living. The modern sentiments of humanity count for but little if the Spaniards do not find such cold-blooded executions as that of GOICOURIA producing a fatal reaction against them.

General JORDAN is the most competent witness we have yet had as to the real condition of affairs in Cuba. He is a graduate of West Point in the class of SHERMAN and THOMAS, was drilled to a soldier's duty through the routine of Indian and border wars, and saw service—on the wrong side—during the rebellion. His account, which presents the Cuban cause in the best possible light, confirms the impressions of all military men in regard to the condition of affairs in the island. There are elements of success, as General JORDAN's statements show, in the movement against Spain, but they sadly need organization and direction. The only wonder is that the Cubans have accomplished as much as they have, under the utterly imbecile and unmilitary course they have followed. The rebels have now, according to General JORDAN, some thirty thousand men enrolled. Of these, ten thousand are armed. This force is divided into nine departments, each under its major-general. The chief, during JORDAN's absence, is FREDERICO CAYODA. CESPEDES, the original President of the Republic, was still at the head of the administration. An entire change had been made in his Cabinet, of the individual members of which JORDAN speaks very highly. The President's location was at Caonao, near which place the Camara, or legislative body analogous to our Congress, was in permanent session.

Three-fourths of the inhabitants of the island are either entirely engaged in the rebellion, or sympathize with it. Territorially the island is two-thirds occupied by the patriots, the larger towns only being held as Spanish posts. The communication between these towns is but imperfectly maintained, and at a constant expenditure of life. The patriots are almost entirely without pecuniary resources, having been shut out from any market for their productions. The expenses of the struggle, not excluding extravagant and ill-advised contracts made by the Junta in this country, have been inconsiderable, probably not much if at all exceeding \$2,000,000. The almost unanimous sentiment of the Cubans is, in the event of success, for annexation to the Union. Indeed this is in their eyes not only the manifest destiny of their liberated country, but their only hope of escape from civil and military discord, which seems to be

the lot of all other enfranchised Spanish colonies.

The civil organization of the portion of the island occupied by the rebels, is much more perfect than has been supposed, courts having been instituted and, in Camaguey, even a postal service established. Manufactories of saddles and shoes are in operation under government supervision. Fair gunpowder is made, the constituents being abundant with the unfortunate exception of sulphur, which, from the proximity of its locality to a strong Spanish garrison, is not easily attainable. Clothing, next to arms, is the great need. Food has never been lacking. Immense herds of cattle all over the island furnish an inexhaustible stock of beef. The hog, both domestic and wild, is common enough, and the pork is particularly fine. In default of meat, the banana, growing luxuriantly and requiring no cultivation, would afford material subsistence. But the occupation of the towns by the Spaniards has reduced the patriots to the very last extremity so far as clothing is concerned. The want of shoes for the soldiers—the mode of warfare requiring almost constant moving about—has been a most serious drawback; but it is hoped that the manufacture, which has been organized with some degree of success, will before long remove this evil.

Such is the picture which JORDAN gives of the material condition, the civil establishment and the political aspiration of the little republic. He adds to it a most eulogistic description of the agricultural richness of the island, its mineral wealth, its virgin forests of choice timber, its valuable water power available at slight cost for manufacturing, its pasturage for herds, its multitude of marketable fruits for commerce.

It is only in such a country that the Cubans could accomplish as much as they have with their imperfect means and their almost entire absence of organization. They are still far from having achieved their independence, and the war promises to be interminable, unless some radical change of plan is adopted, and organized warfare substituted for the feeble and indecisive operation of guerilla bands. The chief strength of the Cuban cause at present is in the determination of the patriots to secure their independence. They have at least held their own for a twelvemonth, and the year's campaign has been without advantage to Spain, so far as we can see. Since January, the war in Camaguey has been carried on by the Spaniards with exceptional vigor, from 5,000 to 10,000 men having been all the time at their command. The leaders of this movement, if not the most capable, were at least the most zealous in the ranks of Spanish domination. The plans of campaign were prepared with unusual care, and no expenditure of material of warfare seemed to be wanting. Yet the result has been altogether unsubstantial—15 Cubans killed and 50 wounded, of whom three only were cases of amputation. And now the rainy season sets in, during which field operations are impossible even to the acclimated Spaniard, while the recruits, shut up in garrison for months, die by the hundred.

Of the 10,000 arms in the hands of the republic, some 1,600 have been introduced since May last. The organization of productive sources for the few articles cited above, has been partially successful. The enrolment and drilling of troops with such offensive weapons as have been attainable, has been unintermitted. Any quantity of skirmishes and brush-encounters, which, if not decisive, were at least not actually discouraging, have been fought. And one serious battle, that of Las Minas, in which PUELLO found his sole escape from entire destruction in the scanty munition of the patriots, came near to being succeeded by another at Cueco, where GOYENECHE owed an equivocal victory to the fact of a part of the Cuban line of defence being deserted by its newly levied guard. The more recent demonstration of the commander-in-chief, DE RODAS, we are told by JORDAN, has led to no other result than the gathering together of a few families, and the holding of three or four places which are of no account to the rebellion.

Of the individual Cuban soldier General JORDAN speaks eulogistically, so far as bravery is concerned, though he has thus far shown little apti-



tude for field service. The disinclination on the part of subordinate leaders to operate together, has so interfered with the plans of the American commander that he has never been able to set a body of 1,000 men a-field. At Las Minas he had but 600 men in all, to hold his intrenchments against the 2,500 drilled regulars of PUEBLO.

While JORDAN entertains no doubt that the present guerilla warfare will in the end free the island of Cuba from Spanish domination, he deprecates the terrible sacrifice of blood and the wholesale destruction of property which must result from it. Knowing that during the rainy season the Spaniards will of necessity be confined to the towns and the sea-coast, and no movements of account being contemplated by the patriots, he returns temporarily to the United States, with the intention we presume, of inviting the emigration of Americans who will form a nucleus for offensive action upon a large scale. If the efforts to be made here to repair the serious defects of organization in the patriot forces are even partially effective, and Spain shows no more vigor and judgment than has marked her past policy, there is certainly a respectable prospect of eventual triumph for the revolution.

JUST before General THOMAS died, the House of Representatives passed a bill reducing his pay, and admitting of his muster out of service. Since his death, the same House has passed a bill appropriating a large sum for his portrait. Heavy expenses are incurred by the Government in ornamenting "the bivouacs of the dead," whereas mere pitances are denied for improving or creating bivouacs for the living. This in its nature is similar to a practice which obtained to some extent during the war, of not giving soldiers the promotion they had earned until they were on their death-beds. While the national vanity is being tickled by display over the dead, let the national honor be satisfied by justice to the living; and if generosity cannot be shown to our soldiers both while they are above and below ground, let's give them a little larger proportion while they are with us and can enjoy it. What we do after they are dead is for our benefit and not theirs.

We find a paragraph in one of the daily papers stating that "A submarine iron vessel, that was built during the rebellion at Mystic, Conn., for use as a torpedo-boat has been recently purchased by the United States Government and removed from Newark, where it has remained since the war. It was owned," it is added, "by General N. N. HALSTEAD, Rev. Dr. TYNG, of New York, and others, and is said to have cost \$100,000. It weighs twenty-five tons, and will carry ten men. It was regarded as a failure during the war, and was sunk under one of the bridges of the Passaic by its owners. It was subsequently raised and landed upon Messrs. HEWES & PHILLIPS's dock. The Government has paid all storage charges, and has removed the vessel to the South. For what purpose it is to be used is unknown."

Travellers by the Morris and Essex railroad, who have gazed at the strange-looking construction of boiler iron, which for two or three years past has been stranded in the midst a chaos of condemned cannon and old iron just above the railroad bridge over the Passaic, will not be sorry to hear that this nondescript flotsam has at last been disposed of. We heard some months since that Government had purchased Pet's elephant, for a few thousands. Its original cost was less than a quarter of the sum mentioned. The crude conception of a clever mechanic named MERRIAM, it was built in Springfield in 1863-4. Brought to New York on an open freight car, it attracted no little attention along the way, was "interviewed" by enterprising reporters at Hartford, New Haven, and Bridgeport, and finally discharged with immense expenditure of muscle, at Morris's dock on the East river near the Three Brothers Islands. Outside it was an uncouth though admirably-put-together structure of boiler iron. Inside there was an organization of cylinders, pumps, air tanks, etc. The boat was anything but a success. When first launched it was swept against the outer piles of the dock, and left at an unpleasant depth, a helpless victim of tide and current. We

believe certain improvements were afterward made in it—at least it was for some time at the MORGAN works for such purpose. Finally its possession changed, and, in a queer way, it got over to Newark. Subsequent improvements were made upon it, and the idea was at one time entertained of sending it out to Panama for use as a pearl-fishing engine. But we suppose financial obstacles could not be overcome, and these are quite as difficult as physical ones, in submarine experiment. We do not know the intention of the Government in regard to this boat, but feel sure that material alterations must be made in it to adapt it to any desirable purpose.

THE Senate debated the Army reduction bill for three hours on Tuesday, but came to no vote. The section reducing the line to 25,000 men meets with strong opposition, from Southern and Western Senators as well as from the Secretary of War. Senator WARNER of Alabama thought that dangerous disturbances would result from the withdrawal of the troops from the South at this time, and Senator STEWART of Nevada called attention to the frequent Indian depredations in Arizona and New Mexico, and the appeals of the governors of those territories for more troops to protect the lives and property of the people. He stated that in one county in Arizona one-seventh of all the white inhabitants have been killed within the last year by the Apaches. Senator WILSON said that he preferred the present pay system to the salary-system proposed by the bill, which would slightly increase the pay of Army officers, and increase the expense of the Army about \$700,000 a year. They are certainly entitled to any increase in view of the fact that their pay is the same now that it was before the war, while the naval officers have received an increase of 33 1-3 per cent. and nearly all civil officers have had their salaries increased.

THE Senate Committee has agreed to report adversely on the House bill providing for the purchase of a site for the grave of the late Secretary RAWLINS, and the erection of a monument; and also adversely on a bill for the restoration of certain Mount Vernon relics to Mrs. MARY CUSTIS LEE, now in the custody of the United States, and deposited in the Patent Office. The Committee to whom the question of conferring a pension on the widow of ABRAHAM LINCOLN was referred, have unanimously reported against granting her petition. They urge that there is no law or precedent under which such a pension could be given, and state that Mrs. LINCOLN is in the possession of an income of some three thousand dollars a year, which is, in their judgment, sufficient to maintain her in a style in keeping with republican ideas of simplicity, if not in the state which in her judgment is essential to the dignity of the widow of a President.

We publish this week another of the valuable series of articles on Naval matters, which our correspondent "Broad Clue" is contributing to the JOURNAL. His object is the improvement of the Navy, and he writes in the hope that others may follow his example, so that the result of actual experience at sea, on the part of officers who have applied themselves closely to their profession, may be given to the service and not die when they do. Ideas, not to be found in books, and none the less valuable because rare, ought to come out in this way, and we gladly open the columns of the JOURNAL for their expression. If others besides "Broad Clue" who have had wide experience as executive and watch officers, will do as he is doing, their united mites will be of service to the younger officers of the Navy, and not unlikely to the elder also.

THE annual meeting of the Third Army Corps Union was held at the Parker House in Boston on Thursday, May 5. Few of the older officers of the corps were present, General Sickles, the President of the Union, being absent as Minister to Spain, and others being unable to attend for various reasons. Major A. Judson Clarke, of New Jersey, was chosen temporary chairman. The report of the Secretary, Dr. Edward L. Welling, of New Jersey, showed the finances to be in good condition and the membership of the Union rapidly increasing. The

deaths of General Brewster and General Briscoe received appropriate notice. The following were elected officers for the ensuing year: President, Major-General Daniel E. Sickles, of New York; Vice-President, General C. P. Mattocks, of Maine; Secretary, Dr. Edward L. Welling, of New Jersey; Treasurer, Major-General Gershom Mott, of New Jersey. Directors, General George H. Sharpe, of New York; Colonel Clayton Macmichael, of Pennsylvania; Colonel Charles B. Merrill, of Maine; Major T. Barclay Fassitt, of New York; Major William P. Shreve, of Massachusetts; Major A. Judson Clarke, of New Jersey; Major Charles F. Bowers, of Wisconsin.

A gold medal of the value of \$500 was voted to J. Walter De Peyster for his services in placing the history of the corps on record and defending it from misrepresentation. The secretary reported that good progress was being made in raising the fund for a monument to Mrs. Helen Gibson Osgood, of Chelsea, who is remembered for her devotion to the sick and wounded of the corps. After the adjournment of the business meeting, the members of the Union accepted an invitation to view Colonel Batchelder's picture of Gettysburg.

The banquet was held in the evening in the dining-room of the hotel, which was appropriately decorated. An address was delivered by General C. P. Mattocks, and a poem by Lieutenant George A. Marden. Addresses were also made, in response to toasts, by Generals Benham and Cowdin, and Mayor Shurtleff and Colonel Macmichael, of the Philadelphia *North American*.

We learn from Boston that Mr. Forbes has so far been only half successful in raising the fund for the orphan children of Commander Williams. He wishes to raise at least \$10,000 to place these children where they can be properly educated and supported until able to care for themselves. It is but a small sum to be raised in a country of forty millions of inhabitants, who have been thrilled by the heroic sacrifice to duty of their father. The marines at Boston have sent in a subscription of \$68 to this fund, and a subscription paper has been started among the officers of the Boston station, which, for the day or two it has been in circulation, has met with a hearty response in sums of \$10 and \$5 each, to be deducted from the next month's pay of the officers who have been appealed to. Let other stations take similar action, and send the result to Captain R. B. Forbes, who will see that the fund is properly invested and applied. It is not known that any other children of officers of the *Oneida* were left both fatherless and motherless, and so utterly destitute of needed assistance as these little children of Commander Williams.

It is to be hoped that the eldest, as he inherits his father's name, may, when of the requisite age, take place on the Navy list, and inherit and illustrate his father's fame in the Navy.

As we before announced, we will receive and forward subscriptions to this fund.

The orphans of the seamen, if there are any, and probably there are, are promised an asylum and home at the institute over which Mrs. Fremont and other distinguished ladies preside.

When all has been done that it is proper for the Government and people to do to care for the widows, orphans, and survivors of the *Oneida*—then let Government honor the memory of those who went down in that ill-fated vessel with a monument on the grounds of the Naval Academy at Annapolis, as a record of their devotion to duty, and an incentive to the young officers who are just entering the service, should occasion ever require, to offer themselves a living sacrifice on the altar of public duty.

The following is an extract from a letter received from Mrs. S. W. A. Goodwin, of Dixon, Ill., regarding the children of Captain Williams, of the *Oneida*. Mrs. Goodwin is a sister of Captain Williams. By his untimely death his three sons are left entirely dependent on relatives—a willing, but inadequate, source of supply:

Edward P. Williams, the eldest, aged twelve, has been under my charge since the death of his mother, three years ago. While I live I shall do everything I can for my brother's boy; but my health is feeble, my means limited, and I shall have nothing to bequeath to any one. The second son, aged eight, is with his uncle, Dr. Henry Williams, of Alton, Ill., an excellent guardian for the present; but he is in feeble health and without fortune.

This boy must depend on a liberal education, on account of a severe and permanent injury in his right arm. The youngest, Martin Hardy, five years old, is with his maternal grandmother, Mrs. Jane Ritchie, of Searsport, Me. The family is poor, and can do nothing for his education.

They are fine, intelligent children, well worthy of the protection of their country. God grant that some day they may render their country and the cause of humanity the same noble service their father has done by a valiant life and its heroic sacrifice for duty's sake.



## EQUIPMENT.

1st. In drafting foresail, see that the leeches are long enough to allow plenty of slack when the sail is hauled up by the clew-garnets. The neglect of this is what often causes foreyard men to be slow in furling; as the distance between the clew and head earing is so small that, when clewed up, the leech is taut under the yard, and the men cannot lift the clew—as they should—to pass through, slack canvas, and stow the quarters.

No lead forestays, and so sling the yard as that the stays shall not nip it, in bracing sharp, till up against bucketays.

When mainstays are doubled on account of the smokestack, bear this also in mind.

2d. Fit all topsails with reefing jackstays—as points will catch in making sail and, besides, rapidly wear the sail out.

Fit one set of topsails with "boss buntlines" for heavy weather.

Substitute patrol blocks aloft wherever practicable.

Work a cringle on the leech of topsails and courses, half way between close-reef-board and clue, and, in heavy weather, reeve spilling lines, for furling, thus: one end fast to the yard at the place which the cringle will reach when the sail is hauled up, the other rove down, abaft, through the cringle, from aft forward, up through a bull's eye secured to jackstay at the same point as the standing part makes fast to. Lead the hauling part to mast head, and on deck.

This same spilling line can be used to excellent purpose on the jib, by which, in the worst weather, the ship need never be run off. Make one end fast to the boom, take the other up through a cringle in the leech of the jib (say eighteen feet), then down and through a bull's eye on the boom, just opposite the standing part, and in one on forecable. Man this and the downhaul in taking in the jib.

3d. Abolish clew-jiggers, for topsails at all events, and, if desirous of making it easier to furl, take the lizards of buntlines and make them fast to the clues, when in port. Then the buntlines will do both duties, while the serious impediment of the extra gear is dispensed with, and this is of some importance in making sail.

Clew-jiggers make it so easy to furl a sail in port that there is nothing learned to store away for bad weather.

In harbor, with them in use, furling a topsail is the merest nonsense. The buntlines and clews are up at the mast head, and in some ships ready men have been employed to pass in the leeches, steal as much sail as possible, and all but finish the work before the signal goes up. Then the men are hardly aloft before the boat-jigger is jerked up, the buntlines are let go, the clews eased down, and the gaskets are passed. The sail is all in a heap, and the first shower wets it through, instead of being thoroughly and systematically stowed, one handfull after another, with a taut skin, which will then shed a good deal of water.

The object, I take it, in all exercises, is to make men more efficient, and to establish prestige. But, after a month's constant exercising with clew-jiggers, take the same men at sea, when a close reefed, or a whole, topsail is to be furling, when it blows a gale, and when there are a few balloons in the canvass. The circumstances under which they have been exercising all along, are entirely unlike these, and they have to learn all over again, the chances being that they will work in a very lubberly manner.

The best plan, I think, in all drills and exercises, is to make the conditions as much like those of actual service, under the most difficult circumstances, as possible.

4th. Fit travellers upon the standing part of lower lifts, for the clew of the topsail to make fast to. This is simply an iron ring, parcelled and leathered, with a selvaage tail.

When the topsail is sheeted home, let the man at yard arm, stationed to light home topsail sheets, catch a few turns through the clew iron with the tail. The advantage is that if the sheet parts, in carrying sail, the clew runs up the lift a couple of fathoms only, and there remains, without a flap, and with no danger of splitting; and, instead of being obliged to clew the sail up, a man shines up the lift with a reeving line, and, in a few moments the sheet is re-rove, clinched, and sheeted home.

In clewing up with the yard on the cap, the traveller allows the clew to run right up to its place, and the sail can be furled with no inconvenience. Its advantage, too, in setting a close reefed topsail is great, it being borne in mind that the tail of the traveller must be passed so as to keep the clew iron sufficiently far from it to avoid any strain on the lower lift, when rousing out the reef-tackle for a close reef. Where it is necessary to clew up, for a close reef, the tail should be cast adrift and repassed, slack, when the sail is sheeted home again.

In a rolling ship, where there is much chafe to the sheets, they are particularly useful.

When going into port, the men at lower yard arms cast loose the tails, hauling lines are thrown to them from the tops, and the travellers hauled snugly up to the cap and stopped in.

5th. Fit reef tackles double, with soft manila, doing away with hide pendants, and let them lead along under the yard to the alings, so they may act, when the yards are square, as downhaul purchases, and splice the straps of the blocks to the sail, keeping them there permanently. In bending, reeve and clinch. There is no trouble then in shackling or unshackling.

6th. Instead of a toggle on the foot of topsails, for the eye of the buntline, put a bull's eye, and let the end of buntline reeve through this, and have an overhand, or figure of eight knot, or a toggle at its extremity. Then in heavy weather the buntline of each side could be doubled.

It always seemed to me as if a great deal of talk was expended in works on seamanship in describing the taking in and setting of topsails and courses; and I have never yet seen the matter thoroughly and plainly

demonstrated in print. For the benefit of the youngsters of the service who may have striven after this same knowledge, I will state my idea upon the subject. This is to handle all sails whose head remains fixed (like a close reefed topsail, or a course), exactly like a fore-and-aft sail, letting the weather leech be the luff. Everybody knows that the way to take in a fore-and-aft sail (spanker, for instance) is to man well the lee brails, tending the outhaul, vangs, sheets, etc., and merely have hands to take in the slack of the weather brails; also that the outhaul (in heavy weather) should only be eased, a strain be kept on it constantly, so that the brails keep overhauling it. When the sail will be taken in without a flap.

Imagine a mainsail to be a fore-and-aft-sail, and haul up to leeward. Let the weather leech represent the luff, the buntlines the lee brails, the lee clew-garnet the weather over, and the sheet the outhaul. Merely take in slack of clew-garnet, and haul up by buntlines, keeping the sheet taut enough, in easing away, to preserve the sail's proper direction. Then the canvas will wrinkle up against the buntlines to its place on the yard, and after the weather clew is run up, it will be an easy matter to furl. If, however, it is taken in to windward, though the sheet may be first eased sufficiently to take the spring out of the weather yard arm, and the lee lift be hauled taut, yet it won't furl so snugly. It will be easy enough to run up the weather clew, as the moment the tack starts the clew catches aback and runs up to the yard itself; but the sail blows to leeward through the buntlines, and after everything is belayed there are two or three balloons of canvas for the furlers to press down into shape by sheer strength.

With a close reefed topsail, where the buntlines are single, it will be necessary to double them to get purchase enough to take the sail in to leeward when short-handed; but, if they are doubled, it should be handled just like the mainsail, hawling up to leeward, observing to take through slack of clewline, hawling up by buntlines, and keeping a strain on the sheet, as it is eased away. Before setting a close-reefed topsail, unreeve the topgallant sheets, take them over the yard, through bowline bridges, then back and clinch to topsail tye, for leech lines in furling.

It is with this idea I want to fit the bull's eyes to their foot.

7th. Fit a funnel to flying jib and jibboom ends for all their rigging, so that there need be no unreeving of stays in rigging in. A score cut in the spar, and a corresponding pair of jaws to the funnel, with rollers for the stays to bear against; foot rope, guys, and martingale, to go over the funnel, and this to be made neatly, like that on a topgallant mast—it all seems feasible, and would save a great deal of trouble.

8th. Fit standing part of main brace with a jigger, to go to main brace bumpkin as usual, the hauling part to lead inboard. The object is to haul taut main brace with the quartermaster and a few of the after guard, when working ship in blowing weather, and when the other men are needed at head braces or other gear.

9th. Fit outriggers from cross trees for topgallant backstays, not to interfere, however, with the swing of yards in stays. I don't think breast backstays are of much use, unless made of enormous relative strength, as, unless much more care be taken than sailors will generally show, they will never bear an equal strain with the standing backstays and weather rigging. If slack, they do no good, and, if tauter than these, and there is strain enough to part them, a sudden jerk would be brought on the others, pretty sure to snap them, too. In any sudden emergency, also, when the yards are to be hauled quickly, they are a bother, as, till they are well overhauled, the lower yards won't go up.

10th. Abolish spanker boom, and use the space for a stern gun on poop deck. The traveller for spanker outhaul, fitted to many ships, answers the same purpose as a boom, without its disadvantages, though this traveller should be placed low enough not to be shot away by the gun when firing astern at a depression. One great disadvantage of a boom (provided, of course, the sail can be stretched taut without it) is in a heavy head sea (more particularly the main boom, in a small vessel), when there is much pitching. The lower mast sends forward, and the topping lift carries this effort down to the boom, and thence, by the sheet, to the deck. This last is immovable; something has to give, it can't be the topping lift, for that is well-stretched, tarred rope, and so the strain is divided between the masthead and that part of the boom between topping lift and sheet. Take away the boom, and with it the lift, haul aft the outhaul, and let go the weather vang. Now, when the mast sends forward, the motion is allowed for by the gaff swinging into the plane of the strain, so that the leech is more up and down—but there is no heavy strain upon anything—the flap of the sail to windward giving slack enough for the lowermast's bow to the sea.

Nor is it merely chimerical to talk of a stern gun on a poop deck over a propeller well-hatch.

Fit the hoisting arrangement of the screw as it is on board of one ship at least in the service, as follows, viz.: An arch of iron spanning the central part of this hatch, high enough to hold the iron gin block for propeller pendant—which arch goes athwartships, being supported in its perpendicular position by hinged pawls. The legs of the arch are hinged, and, when not in use, fold down flush into the combing or around it, so that the hatches can cover the well up. A thirty or sixty-pounder rifle (bearing about the same relation in its proportion of weight to the ship as a musket to a launch) could be mounted and pivoted right over this hatch, arch and all, the rear fighting centre being abaft the well, and the centre of the slide playing over it. Under canvas, if the upper blade of the propeller should project too high to let the gun go over it, use another centre at either side of the main one; but, as a ship would always go into action under steam, this can hardly be called a disadvantage. The gun could be secured either fore and aft, or athwartships.

11th. The maintop bowline is always used to catch the main yard in its swing, when hauling the after yards

in stays, to keep it from flying back, as it takes more time to run away with the main brace than to round down the slack of a single rope. This, however, in blowing fresh, brings a heavy strain on the leech of the topsail. To provide against it, fit double blocks in the place of the single ones under the foretop for the maintop bowlines to reeve through, and fit on each side a preventer main brace of a single part of same sized rope as the bowline, which make fast to the main yard-arm, and belay to the same pin with the bowline. Let the foretopmen stationed there in stays use this in the place of the other.

12th. For neatness, fit vangs with pendants.

13th. Top-gallant and royal-yards are nearly always fitted at naval stations without jaws to facilitate exercising. I do not believe any one would fit them this way if he had ever to furl one of these so-called light sails in a squall, when the yard kept sending from one side to the other with each roll of the ship.

But it is a mistake to suppose the jaws are in the way of exercising, as a little care will obviate any difficulty.

The trouble is that the bolt for the farrel generally protrudes so much as to tear the bunt of the topsail in coming down, or to catch on the braces or main top bowlines.

Mortice in a hole with the grain of the wood, not against it or fore and aft the yard, and let these bolts in flush, then this difficulty is obviated. Another is that the jaws may catch. This can be avoided by not making them so deep; and, if not quite half a circle, there is no danger. In other words, if the centre of the circle comes outside of the jaws, no rope will catch or stay there, but will slip out, since, to hold, the surface of resistance must be perpendicular at least to the obstacle.

One reason of the lift and brace catching so often, and not tripping clear, is that an eye bolt is often put in the yard-arm instead of a staple, and this eye bolt often projects entirely clear of the wood, leaving a nice little recess between the wood and the curve of the eye for the grommet to catch in, as, under these circumstances, it will, almost invariably. Either drive this eye in so deep that every portion of the bolt outside shall be convex or a mere continuation of the curve of the yard's end, or else pull it out and put in a staple with jagged ends, which drive in deep, so that the grommet, when coming off, shall meet no opposition no matter what pressure may hold it against the yard, but will have to slide off.

Then a good sway of the yard rope will always insure the yard's coming down properly, with or without jaws, and their presence makes all the difference in the world in the safety and comfort of the poor fellows who have to furl. And, speaking of jaws—twice I have seen them on topsail yards carried away in gales of wind, from having the morticed hole (through which the lashing goes to hold the upper and lower eyes of the farrel together) cut athwart the grain of the wood instead of with it.

The evolution of sending down light yards is a failure, in the eyes of a seaman, if the men loiter aloft. All they have to do is to stop in lift and brace, and lay down at once. To facilitate this, fit a hook on each side just under the collar of the stay, fair with forward side of cross-tree or jack, and to this snatch the grommet. Fit also a thwart cleat, with a score (at least half the diameter of the rope) on the extremity of each horn of cross-trees and jack, just fair with their centres. Little castings of composition are better than wood, as they can be secured more neatly to the cross-trees, and lashed just as well to the jack; in this latter case they could be made with jaws to embrace the jack, and then they could not turn. Besides they would not be seen from deck. Into these the men aloft need just snatch the brace, which is jerked taut below, and then lay down from aloft.

14th. Every hatch should have its tarpaulin and battens handy at all times, and the best place is at that side of the combing least in the way of passage. The tarpaulin should be rolled up on a roller (not folded and rolled on itself, as this breaks the thread of the canvas at the seams), and might have neat brass castings secured to the side of the combing for it to rest in, with a clamp coming over the top, to hold it in. The tarpaulins also should be sufficiently large and of such a shape as to lap over the edges of the hatch.

Brass cringles should bouche the boles intended for the nails or screws, and permanent clasps of brass might be so fitted to the hatch as that they would fit in the cringles and hold the tarpaulin down snugly, using these in addition to the battens. Battens should be made up together and secured by buckets, or in the neatest manner possible, to the combing.

These should be of ash, as usual, but should have a strip of rubber fitted to their under side. Holes, corresponding to those in the tarpaulin, which should be in coincidence with others in the gratings, should be made in the battens, and screws used instead of nails.

15th. Hammock clothes are sometimes fitted with staples, and a jackstay running through there, keying the cloth to the outside of netting, and sometimes secured by a batten being nailed down over the outside edge. Sometimes a score is cut in the top of the outside of the netting, into which the cloth is laid, and a batten nailed down upon that.

The principal object is to keep the nettings and contents dry in all weathers, and this is certainly done by nailing the cloth down; but during a cruise it may be necessary to repair the clothes or replace them several times, and the batten is an awkward arrangement. The staples and jackstay are better, as they admit of the cloth being easily removed, provided they are fitted up in the following way, viz.:

Have the upper part of the netting outside shaped with a good-sized moulding, whose cross-section shall be two-thirds of a circle; fit the staples in the angular space formed at the bottom of the moulding, and secure the cloth to them by means of the jackstay.

On the top of the inside of the moulding run another, so high that, when the hammocks are in the netting, the cloth, when hauled taut over, shall bear upon this last moulding and form a ridge. By thus fitting them, every sea which strikes up under the moulding will hit



against a convex surface, and there can hardly be any water sent up over both these ridges, against both of which the cloth lies snug. Staples to stop the clothes down by should be upon the under side of the covering-board, and the cloth should reach this point, tautly spread, with a full netting. To provide for empty nettings, have another row of staples lower down, all staples, of course, of copper or galvanized iron.

Fit the head-boards of nettings double their usual thickness, and cut a deep groove in their tops, into which the end seam of the cloth can be tautly pressed when the end strap is hauled down and made fast.

Fit leather straps with small galvanized iron buckles (or copper) for securing clothes when rolled back, and put one at each seam, so that the roll will be taut and uniform. Roll up with black side out, having foot ropes for men to stand on outside (to be hove inboard at general quarters), and let the stop be inside, and buckle out.

16th. Fit awnings with a stop on ridge rope at every seam, with one short and one long leg, so that when furled, and the stop is tied, the knot will lie alongside the ridge ropes, and the ends may be tucked in neatly. The stops should be of 18-thread stuff.

17th. In placing lower booms, bear in mind the bolts for ladders and pendants (sometimes omitted), and place them not so far forward as that, when boom and fore yard are both square, the topping lift will lead the least bit forward. If it does, then, when setting a lower-studdingsail with wind aft, the yard will invariably make a dive foul of the lift. Let the gooseneck, therefore, be nothing forward the mast partners.

Let the boom, when crotched, lie even with rail, so as to allow pivot gun to work under it.

18th. Stow all sheet anchors at the sides, even putting them abait the launch, in preference to the hold. Still, where the pivot post is close to the launch on the rail, it might do to put stock of sheet anchor just forward forechains, and let one fluke come inboard between chain plates, through a hole in the side.

BROAD CLUE.

#### THE RULE OF THE ROAD.

(From the Army and Navy Gazette.)

THE recent lamentable collisions between the *Oneida* and *Bombay*, and the *Normandy* and *Mary*, promise to have the good effect of once more calling attention to the regulations for preventing collisions at sea. It is some time since we have alluded to the important subject of the rule of the road at sea in this journal; but, as all must feel who "go down to the sea in ships," it is one of pressing moment, although, unfortunately, the questions involved are so technical in their nature that it is well-nigh impossible to interest the general public in their solution. The case of the *Normandy* and *Mary* need not detain us long; it was simply a collision caused by the *Normandy* continuing at a high speed in a fog, and we have no doubt that the Court of Inquiry came to a thoroughly satisfactory decision in blaming the passenger steamer. In examining how far the rules in force either caused or facilitated the catastrophe, we acknowledge that they appear to us to have been fully satisfactory in every respect except as regards lights and signals. Four years ago, in "The Law of Port Helm," Commander, now, we are glad to say, Captain, Colomb pointed out the necessity which existed for ships approaching each other being enabled to show how their respective helms were being put; and to remedy this deficiency Captain Colomb proposed to have simple red and green port fires which could be instantaneously burnt when required. We have recently had several other suggestions made by naval officers. Commander Sir F. Blackwood proposes double red and green lights, one fixed and one movable; Captain Parkin suggests a second red and green light ready for tripping up on occasion, red and green flags at hand to be waved during the day; and other suggestions have been made, more or less suitable; but all agree that the necessity exists for some simple method of showing to the approaching ship the helm the ship signalling is under. We need scarcely expatiate on the necessity for this being looked into. At present, one ship approaching another has not even any way of knowing whether she is observed, still less of making out the course being followed by the ship in danger of coming into collision with her. Some such signal as those proposed is undoubtedly required, and we will only further add that the signal should be as simple both to make and to understand as possible. Now for lights: The present regulations on this point are certainly far from satisfactory; no doubt there is a difficulty about small craft, but it is obviously insufficient to allow bow lights to be carried on the quarter, or even in the mizzen rigging, as is now frequently the case. The bow lights were evidently intended to be carried forward, and we imagine that there would be little difficulty in enforcing their being placed at a certain defined angle from the mast-head light, as has previously been suggested. By a return presented to the House of Commons last year on this subject it was shown that, notwithstanding the "three-feet screens" being properly fitted, the starboard light in many ships showed a good point or more across the bow, and vice versa. This is important as bearing upon the *Oneida* and *Bombay* case, to which we must refer presently; but we have said enough to show that, firstly, some signal between ships approaching to signal the helm is urgently required, and, secondly, that the present regulations with respect to lights are insufficient and in some cases misleading.

The collision between the *Oneida* and *Bombay* is one of which we would wish to speak with caution, as we have not yet received such full particulars of the courses steered by the two ships, their respective bearings and distances when first sighted by each other, and other particulars required to enable us to form a complete judgment on the case. Some broad conclusions may, however, be deduced from the facts published. Firstly—it was one of the "nearly end-on cases," in many points resembling the well-known Amazon and Osprey case. In both cases the man-of-war starboards and the

merchant steamer ports; of course this may be simply a coincidence, but we are inclined to doubt it. We have not as yet an account of the bearing of the *Bombay* from the *Oneida* when first sighted from the American point of view; but, although the naval court have held Captain Eyre of the *Bombay* free from blame as to the collision, we know that the evidence given by the surviving officers and crew of the *Oneida* was irreconcilable with that given by those in the *Bombay*, and naturally the Americans are inclined to receive the version given by those of their own nation. Now, as the *Oneida* starboarded, it is probable that those on board of her saw the *Bombay* on their starboard bow. Is it not likely that their port light might have been seen across the bow in spite of the screens, as we have before suggested? But, leaving this supposition, which would tend to favor the views of those who hold that "the law of port helm" is dangerous as causing collisions in "nearly end-on" cases, why did the *Oneida* starboard? The answer is simple: she was running with a strong breeze on her port quarter, and every sailor knows that under these conditions a ship will "fly to" under starboard helm, while she would scarcely answer a port helm. Seaman-ship, therefore, in opposition to the rule of the road, ordained a starboard helm. The same cause, it is well to note, suggested starboard helm in the Amazon's case. The question arises whether the port-helm rule is a good one, and we are content to insist on inquiry into this subject, connected with the whole of the regulations for preventing collisions. This we have urged before, but the Board of Trade have been hitherto triumphantly obstinate in refusing it, and in their bill of 800 clauses no room can be found for a point of such importance as the rule of the road at sea.

We do not now press any particular view. Mr. W. Stirling Lacon's views are at least worthy of consideration, and we welcome the approaching return of Captain Colomb to this country, who will add his experience and suggestions. For ourselves we are deeply sensible of the responsibility of those who refuse inquiry on a subject of such vital importance; and we now only protest with "that beacon of the wise—modest doubt," that to us it appears that the present regulations for preventing collisions are very far from being as perfect as they might be.

#### AN EXTRAORDINARY ENGINEERING PROJECT.

A. W. HALL communicates the following to the *American Artisan*:

The loss of the steamship *City of Boston*, with all on board, teaches us another sad lesson of the dangers of ocean travel. Whatever means can be shown to be within the possibilities of scientific engineering, that may tend to mitigate the dangers of the sea and lessen the risks to life and property, are worthy of, and should receive, the careful consideration of shipping merchants and others interested in ocean traffic.

That a system of floating telegraph and life-preserving stations extending across the Atlantic, connecting with each other, and with New York and Liverpool, properly anchored to the bottom of the ocean, is feasible and every way practicable, there is not the slightest doubt in the mind of the writer. Fourteen years ago he published in the *Scientific American* and in *Harper's Weekly* an illustrated plan for such a system, which was, at the time, submitted to the attention of nautical men with approving results as to its practicability; but the project proved to be too far in advance of the times to command the favorable attention of the shipping interests of the country. Times, however, have since changed. Great enterprises that were then in doubt or scarcely dreamed of are now among the facts of history. The ocean telegraph, Pacific railroad, and Suez canal are problems solved, and it is now thought that if the scheme here suggested can be so presented that its feasibility admits of reasonable demonstration the spirit of the age will compel a practical test. It is for the purpose of calling attention to the subject in the light of recent disasters that the salient points in the project are here presented.

To attempt to anchor stations by a direct cable connection with the bottom of the ocean, as was first proposed (but afterward modified), is undoubtedly impracticable. The plan, as finally proposed, consists in creating an artificial bottom or anchorage at a depth of, say, one hundred feet below the surface of the water, or sufficiently below to avoid all effects of the surface action of storms and waves. This sub-surface anchorage is to consist of a submerged float or buoy of suitable material and capacity, held in position by a cable connected with heavy sunken weights resting on the bottom of the ocean. This submerged float thus secured, as an artificial bottom, forms the basis to which the stations are to be anchored, having, of course, sufficient length of cable to admit of their riding the waves the same as if anchored in a harbor with but a hundred feet of water.

That weights sufficiently heavy for the purpose can be sunken in three or four miles depth of water—that a cable of sufficient strength can be made to connect such weights with the submerged buoy and maintain it permanently and securely in its position—that a cable of suitable strength and specific gravity can be made to connect such submerged float with a suitably constructed station, are simply questions of nautical and engineering science, already abundantly demonstrated in the repeated buoying of ocean telegraph cables when it became necessary to part them in a storm, and the repeated and successful dredging for the same when lost, even in deep-sea soundings. The only question which admits of an excusable doubt is as to the possibility of the station safely riding out a storm when thus anchored. Let us examine this question for a moment.

It is not proposed to build these stations in the form of a schooner, ship, or any other known craft that is expected to navigate the ocean. They would be constructed with special reference to riding the heaviest waves at anchor only, with special regard to strength and durability; and, when so constructed, of the best material, it is simply absurd to suppose they would go to pieces

in a storm, when a frail yacht, made almost of paper, is capable of weathering a Chinese hurricane.

One of the most important features of this plan is that the submerged float, to which the station is supposed to be secured, forms an elastic anchorage that will yield from its vertical position in the water, avoiding thereby undue strain upon the cable and allowing the station to ride the heaviest waves without the danger of being washed over, as might be the case if anchored directly to the bottom of the ocean. It may also be here suggested that the cable could be so attached to the station, above and below the water-line, and the station so balanced, that it would ride the waves in a vertical position, and not be liable to rock and pitch, as is unavoidably the case with sea-going vessels. Any form of station that would best secure these results would be most desirable.

The stations thus permanently located and anchored could be readily connected with the different sections of the telegraph cable. The portions of the cable near the stations must necessarily be made of such material as will afford the greatest possible strength with a specific gravity but little greater than that of the water, to allow of a small section near the station to be buoyed sufficiently to float. This will permit the free rising and falling of the station in a storm, without injury to the conducting wire or its insulation. Thus prepared, the station needs but to be supplied with the suitable material and apparatus, with a corps of operators and a few good seamen, to render it a combined light-house, life-buoy, and telegraph station in mid-ocean, to receive and transmit messages to the different stations and vessels along the line, to receive and answer signals of vessels in distress, and summon assistance, if necessary, by repeating the signals from station to station, and render any other service that might be required by the thousands of vessels that would be continually passing and repassing.

If the positions here assumed with reference to the engineering problems of the enterprise are correct, it needs not one word of argument to convince shipowners and underwriters that such a project, properly carried out, would be fraught with incalculable advantages to the shipping interests of the world.

It is clearly evident, with such a system in practical operation, that vessels crossing the ocean would not only be induced from self-interest, but would be compelled by owners and insurance agents, to keep the course of these stations as nearly as practicable, thus establishing the line as a highway of light-houses, life-buoys, and telegraph stations for the commerce of the world. With the stations located fifty miles apart, a vessel need never be beyond the reach of signal, either from a station or some other vessel, in case of accident.

Besides these manifest advantages, it is more than probable, in a business point of view alone, that a system of telegraph stations extending across the Atlantic as here proposed would pay a handsome dividend on the cost of construction. Vessels passing any station, except in a storm, could easily exchange packages of telegrams, while very few passengers, with such facilities within reach, would neglect to forward at least one message to loved ones at home from the boundless expanse of waters. Add to this the universal interest felt by the community, and especially by friends, in the precious cargoes of human freight when at the mercy of the storm-king—the new feature in the telegraph columns of our daily papers: "Steamship *City of Paris* passed Station 27 at three o'clock this P. M. Exchanged signals and dispatches. All well," etc.; and we can begin to form a slight conception of the grandeur of a project so momentous in its character and objects.

But its financial advantages do not stop here. The fifty or sixty stations forming the line would in no wise interfere with the united sections of the cable being used as a continuous telegraph line from shore to shore, with the decided advantage of the strong and certain working of a series of short circuits, with relay batteries, instead of the feeble and, many times, indistinct pulsations of a single circuit of two thousand miles of wire. If the business on our present lines from shore to shore pays, the system here proposed would have the equal advantage of that and the entire business of the ocean.

But it is impossible to enumerate all the advantages that must result from a system of such magnitude. The limits of the present paper permit but a glance at the subject, leaving the reader, in the plenitude of his imagination, to contemplate the result, should this greatest of all engineering projects ever become an accomplished fact.

BREVET Major Robert C. Perry, first lieutenant U. S. Army, unattached, was ordered, May 9, to proceed to Plattsburg Barracks, Plattsburg, N. Y., under such special instructions as he may receive from the department commander.

#### LETTERS IN THE NEW YORK POST-OFFICE.

The following is a list of letters remaining in the New York Post-office on the dates given. These letters are retained in the New York Office for one month from date, after which they are sent to the Dead-Letter Office, Washington.

##### ARMY.

##### MAY 6.

Brayton, F., Captain.	Courtney, J. M., Captain.
Beckin, D. L., Jr., Captain.	Doremus, J., Captain.
Broom, Jas., General.	Gilbert, G., Captain.
Bostock, Colonel.	Hassettina, D. O., General.
Bryan, Jesse L., Captain.	Simpson, O. P., Captain.
Catherwood, E., Colonel.	Walawright, C. S., General.

##### MAY 9.

Gibbs, J. C., Colonel.	Nimble, Colonel.
Hollister, A. K., Captain.	Reese, H. B., Colonel.
Maxfield, A., Captain.	Skinner, F., Colonel.

Letters have been received at this office for the following persons: Colonel Guy V. Henry; Brevet Major Andrew Sheridan; Captain Arthur MacArthur, Jr.; R. B. Irwin; Charles H. Harding, late apothecary; Lieutenant W. G. Sprague, U. S. steamer *Powhatan*.



## THE NATIONAL GUARD.

**THIRTY-SEVENTH INFANTRY.**—On Tuesday evening this command, which, for obvious reasons, has been remarkably quiet during the season, assembled at the State Arsenal, Seventh avenue, for an informal inspection. The Thirty-seventh has, for a long time, been the butt of the National Guard, and the object of ridicule of other and more prosperous organizations, which have, indeed, called out for its disbandment. But it still lives, and its colonel is determined that it shall vindicate by its strength and efficiency its right to existence. It has fine material in its rank and file, and only needs harmony and devotion among its officers to conquer the career its colonel aspires to for it. At this inspection the command mustered only six companies, numbering in all only about 160 men, yet both officers and men feel sanguine of ultimate success, for they are now apparently united and determined.

Although drills and special inspection by division have taken place at the armory from time to time, still very little opportunity during the season has been allowed the command to assemble the command at the regimental armory. During the latter portion of the time the armory was gratuitously used, by courtesy of the regiment, for the Sheltering Arms Bazaar, which now proposes to return the compliment by giving a complimentary concert at the regimental armory on the 19th inst., the time having been changed from the 12th inst., the original date. This present inspection was very opportune, for it chanced that Adjutant-General Townsend and Inspector-General McQuade were in the city, and present at the arsenal on this evening, and a review was offered Gen. Townsend. Generals Varian, McQuade, and Morris accompanied him. At the conclusion of this ceremony the regiment broke into column of companies for inspection, General McQuade having been solicited by Colonel Freeborn to inspect the regiment. This the General did with his usual precision and snap; but we could not see the utility of inspecting the arms at an informal inspection of this character. Perhaps the General was not aware that the muskets in the hands of the men were furnished by the arsenal authorities, and the former are not, therefore, responsible for their condition. However, we presume he found them in their usual excellent state, at least we heard no complaint. At the conclusion of the inspection the regiment again formed line, and after the execution of the manual, which was fairly performed, it was briefly addressed by the Adjutant-General, who stated that he had heard a good deal about the regiment at headquarters, but had never before been able to see it. He expressed gratification at witnessing such fine material, and trusted the regiment would increase in numbers and redeem its past reputation. The Thirty-seventh now starts again under new auspices. Let us hear no more of dissension, but of unity and strength.

**SEVENTY-FIRST INFANTRY.**—This command on Tuesday afternoon last—being prevented by the rain from holding its drill in Tompkins square, as originally proposed—assembled at the regimental armory and thence proceeded to the arsenal for that purpose. As might have been expected under the circumstances, it paraded with slim ranks, its strength being eight commands of ten files front. Col. Rockefeller, ex-Lieutenant-Colonel Walcott, and Major Eunson were present. After formation by Adjutant Francis, the regiment prepared for review; Adjutant-General Townsend who was present, being the reviewing officer. This ceremony was very handsomely performed, and at its conclusion the command were exercised in battalion movements, single and double rank formation, all of which were unusually well executed, drawing complimentary remarks from the Adjutant-General and a number of visiting officers who were present. The drill was concluded with that very essential practice, street firing, in which the command apparently took peculiar interest, it being the first time it had attempted its execution since the close of the war. We would suggest that the regiment confine itself more closely to company and platoon firing, and give less attention to firing by division, as the former is more likely to be called into actual use. We should like to see some enterprising officer recruit another company for this regiment. With all the advantages the regiment commands, we should think this could be done readily.

**TWELFTH INFANTRY.**—The officers and non-commissioned officers of this command are directed to assemble in fatigue uniform (side arms) for instruction and drill at the State Arsenal, corner of Thirty-fifth street and Seventh avenue, on Thursday evening, 19th inst., at 8 o'clock. The regiment will also assemble in full-dress uniform for battalion drill at the State Arsenal on Friday evening, the 20th inst. Line will be formed at 8:15 o'clock; company roll-calls at 7:45 o'clock. Field and staff will report to the colonel; non-commissioned staff, band, field music, color-guard, and general guides, to the adjutant, fifteen minutes before the time of formation. This being the closing drill of the season, tickets of admission will be issued, which can be obtained by members of the regiment on application to their respective commandants. The following non-commissioned officers having passed the Board of Examination are granted warrants: Sergeants Adolph G. Hoffstatter and Theodore Hoffstatter, Company A; Corporals John Muth, Company A, and Otto Bruner, Company H. The headquarters of this regiment have been removed to No. 24 Pine street, room 24. Orderly hours from 2 to 4 o'clock p. m., daily.

At a meeting of the members of Company E, Twelfth regiment N. G., held at the regimental armory May 8, 1870, the following company order was promulgated by the captain

(Robert McAfee), who is about to retire from military life, after a faithful service of eight years. He is well known throughout the First division, having been brought conspicuously before it on the occasion of the competitive drill at Tompkins square on July 30, 1869, in which the company under his command vanquished the Montgomery Guards of Boston, Mass. In the resignation of Captain McAfee, the Twelfth regiment loses one of its most efficient officers, and Company E a worthy captain:

COMPANY E, TWELFTH REGIMENT N. G. S. N. Y.,  
NEW YORK, May 6, 1870.

Company Orders No. 6.

In compliance with Special Orders No. 15, from regimental headquarters, the command of this company has been turned over temporarily to Lieutenant Charles S. Burns, Company E, pending the acceptance of the resignation of the present commandant.

In taking leave of the company I feel like parting from near and dear friends. Connected with the company from its organization, more than eight years has passed, during which time our relations have been most pleasant. Some who started out with us have been removed from our midst by death, while others have gone to fields of labor in different parts of the country.

Starting as an organization with the determination that we should be second to none in the National Guard, we have steadily advanced from one stage of progress to another, until at last we can say that we have almost realized our most sanguine anticipations.

During the three past eventful years of our history in which I had the honor to command you, I desire to return my sincere thanks for the attention and alacrity with which you performed your various duties, and also for the soldierly and gentlemanly manner in which you have treated me on all occasions.

Although my official relation with you will soon be terminated, I shall always take a warm personal interest in the welfare and future success of this organization, and shall always revert with pride to the time when I had the honor to command such a body of men.

In conclusion, I would urge upon you the same *esprit de corps* which has animated you in the past, determine that in the future you shall stand in the front rank of the National Guard, and that you will advance still further than you have yet done, and that the past shall be eclipsed and lost sight of by reason of the greater glory that you shall achieve in the future.

I bespeak for my successor, whoever he may be, the same hearty co-operation, obedience, and respect which have been tendered to myself. With kind regards for the future welfare of each individual member of the company, I subscribe myself your sincere friend,  
Captain ROBERT MCAFEE.

**THIRTY-SECOND INFANTRY.**—The closing drill of this fine German battalion held last week at its new quarters, Brooklyn, E. D., was in every way very satisfactory. The galleries surrounding the large drill room were well filled with the *elite* of the German population of old "Dutchtown," and marked interest was manifested in the general improvement in the drill of this young command. It was, of course, not perfect; but considering that the Thirty-second was organized only recently, and has had many drawbacks to contend against—such as want of proper drilling room, the fact of the officers being new, and the men only lately recruited—we consider that Major Roehr, the battalion's active and competent commander, has every reason to feel pride and satisfaction at the results accomplished.

The Twenty-eighth Infantry has for years been considered the great institution of this portion of Brooklyn. But, although its armory is here, some of its companies are located in Western Brooklyn, and another in East New York. It really needs two armories, and application has already been made by the western companies for the use of the armory recently vacated by the disbandment of the Fifty-sixth Infantry. The new armory just completed in "Dutchtown," or the Sixteenth Ward of Brooklyn, was ostensibly erected for the Twenty-eighth Infantry, and is still designated as the "Twenty-eighth armory." Yet why do the Twenty-eighth retain the main privileges of this building, while the Thirty-second, a strictly local organization, exhibiting equal strength, has merely a nominal use of it? As the armory is occupied by the two organizations conjointly—the artillery and cavalry also employing a portion of it—it is plain that the designation of the building should not be given to any particular regiment, and the privileges of its use should be equally divided. The Thirty-second is composed of excellent material, and has recruited very rapidly since its formation. Its seventh company is now organizing, and it expects by next season to receive the designation of a regiment, for which an application has been made. Major Roehr began the organization of the regiment under very adverse circumstances; and, in the face of consolidations, disbandments, and general reduction of the National Guard force, he has been enabled to preserve and elevate the command, so that it now promises to lead the Twenty-eighth, and emulate the spirit of the Forty-seventh. The Twenty-eighth is strong, but its lack of proper discipline and competent officers, and the loss of opportunity for drilling as a whole, on account of its geographical division, seriously interfere with its progress. The Thirty-second also needs much drilling, and a change of officers in several instances would be beneficial; but its improvement has been so rapid, and its drills so satisfactory for a young command, that we look forward with confidence to its future.

**SEVENTH INFANTRY.**—This command, last week Thursday afternoon, opened the out-door spring campaign by a drill on Tompkins square parade ground. The day was cool and overcast, and generally well adapted for a two hours' exercise in the execution of battalion movements. The regimental line was formed and equalized on the ground by Adjutant Fitzgerald, at about 4:30 p. m., and presented a front of ten commands of twenty files. The men, in fatigue uniform and

white cross-belts with well polished breast-plates, made a very handsome appearance in line, and attracted the admiring attention of the large number of spectators present. Colonel Clark was in command, and paraded mounted; the other field officers, Lieutenant-Colonel Haws and Major Smith, being dismounted. Between forty and fifty prescribed battalion movements were performed almost without a rest, their execution well maintaining the regiment's high reputation. The strong wind prevailing several times delayed and somewhat marred some of the movements, commandants not being able to distinctly understand the orders given. But for such errors as were committed the Storm King was alone responsible. One of the main reasons of this regiment's success in battalion movements, let us remark, is that previous to a drill the movements to be performed are carefully prescribed. Officers, therefore, have an opportunity of preparing themselves by study for their practical execution. We fancy it will not be denied that Upton is not so exciting an author as Dickens, or that the Tactics invite such steady reading as Charles Reade's novels; and we all know that the memory does not readily retain the details of movements explained in writing. It is therefore exceedingly desirable that, previous to an important drill, officers should have opportunity to refresh themselves in what they are to be called on to do. Yet a majority of our regiments are assembled for battalion drills without the least knowledge of what movements are to be performed. The colonel may, perhaps, prepare for his own use a list of movements, and they are executed one after another, sometimes correctly, but more frequently erroneously. As officers as a rule have neither the time nor the inclination to read through the entire School of the Battalion, when they know that perhaps only twenty-five or thirty movements in it are to be executed, it is a manifest advantage to give them warning beforehand of exactly what is to be done; then they can hardly help the preliminary study if they have an atom of pride in their profession.

The Philadelphia *Sunday Republic* states in its last issue that the New York Seventh Infantry contemplate visiting that city some time in July, and says: "We noticed in the reports of commercial proceedings last Thursday that the hospitalities of the city were extended to the visitors. We learn that an appropriate reception is contemplated, but to what company or regiment will fall the honor, we have not been advised. The Seventh will remain with us one day, departing the next day for Cape May, where they will unite with the Gray Reserves in a grand hop."

From what we can learn, the Seventh has seriously entertained the idea of accepting these hospitable attentions some time this summer, but many things may occur to change its plans. The visit of the Seventh would, no doubt, have a healthy influence on the National Guard of the State of Pennsylvania. The Seventh will make a full-dress parade in Brooklyn on the afternoon of the 25th inst. It will be received by the Twenty-third Infantry of that city, and these two commands in full-dress gray uniforms will make a very handsome show. The Seventh have not forgotten the handsome compliment extended on its last visit to that city by the citizens, particularly those located along Clinton street. The regiment on this occasion will form at the armory, and march down Broadway to Wall street, and thence to the ferry, and will be tendered an escort on the Brooklyn side by the Twenty-third. Should the day be fine, the appearance of the two regiments, viewed from the lofty heights of Brooklyn as they march up Montague street, will be exceedingly fine. An evening parade of the Seventh will take place on the 5th of June next.

**FIRST INFANTRY (HAWKINS ZOUAVES).**—This regiment is ordered to assemble at the State Arsenal, corner of Seventh avenue and Thirty-fifth street, on Thursday evening, the 26th inst., for full dress inspection and review. Roll-call of companies at 7:45 o'clock. Field and staff will report to the colonel, and the non-commissioned staff, band, and drum corps to the adjutant, at the same hour. Members who have not yet obtained their shakos and epaulets, are directed to do so at once; they can be obtained from the quartermaster, who will be in attendance at the armory every evening. Tickets of admission to the above inspection and review will be issued to the companies for distribution among their friends. No others will be admitted. The commissioned officers will assemble at the armory in fatigue dress on Friday evening, the 20th inst., for practical and theoretical instruction. Roll-call at 7:45 o'clock. The non-commissioned officers will assemble at the armory in fatigue dress on Tuesday evening, the 24th inst., for drill and instruction. Roll-call at 7:45 o'clock.

**THE OLD GUARD CITY BLUE ASSOCIATION,** composed of the ex-members of Company D, Twelfth Infantry, held its second meeting at the Knickerbocker Cottage, Sixth avenue, on Tuesday evening last. Some twenty-five members were present and signed the roll. By-laws were submitted and adopted, and the following were elected permanent officers for the year 1870: President, ex-Captain Wm. Fowler; Secretary, ex-Lieutenant-Colonel John A. Walsh; Treasurer, ex-Lieutenant Charles Whitlock. After adopting a resolution to hold the regular anniversary dinner on the 12th of September next, the meeting adjourned to meet again for further organization on the 24th inst. The association then resolved itself into a social reunion, and a pleasant hour was spent convivially. Many reminiscences of days gone by were related, and old friendships renewed and cemented. The



object of the association is to unite the members more firmly in comradeship, by frequent meetings and social intercourse, and to form the nucleus of a Twelfth regiment Veteran Association. The present members of the association formed represent, it is stated, some six millions of dollars; if true, its financial basis is certainly sound. It is evident that a regiment of the age of the Twelfth, and having among its members so many men of social standing, should maintain a veteran association, which would not only stimulate friendship among its own members, but also exercise a healthy influence on the regiment itself. Past efforts in the direction have for some reason or other signally failed. At last a few enterprising ex-members of Company D, led by ex-Captain Fowler, and a committee on the part of the Board of Officers of the regiment, have boldly taken the initial steps, and so successfully that the regiment will realize a strong, effective, and dignified veteran association.

**SIXTH INFANTRY.**—Colonel Joel Mason has for the third time resigned the command of this regiment. We regret to make this announcement, for Colonel Mason has ably served his command; but we are not surprised to hear of his decision. Twice before it was only the urgent solicitation of the regiment that induced him to alter his purpose of retiring, and in yielding he was obliged to sacrifice private business interests. This time, in resigning, he has the further good and sufficient reason of removal from the district and expiration of term of service. We hope, however, the time may come when he will be able to return to the regiment, which will eagerly welcome him back again.

**THIRTEENTH INFANTRY.**—Colonel Mason the commandant, directs this regiment to assemble at its regimental headquarters, in full fatigue uniform, on Thursday, the 26th inst., at 9½ o'clock A. M., whence it will proceed to the Capitoline grounds, for the purposes of field exercise, drill, and instruction. The field and staff, mounted, will report to the regimental commander, and the non-commissioned staff, band, and drum corps, to the adjutant, at the same time and place. The companies will assemble at 9 o'clock A. M. Line will be formed on Montague street, right resting on Henry street. Company commanders are directed to cause their men to provide themselves with rations. The veteran medal of the Thirteenth regiment will be presented to such applicants as may be entitled to the same, on the parade above ordered. The following extracts from the report of the Board of Examination of Non-Commissioned Officers are promulgated for the information of this command: First Sergeant J. W. Miles, Company F; First Sergeant Edward M. Smith, Company B; First Sergeant J. Lawrence Walsh, Company G; First Sergeant R. H. Bartholmew, Company C; and First Sergeant E. H. Narwood, Company D, passed fine examinations, showing evidences of careful study. Sergeant Horace L. Congdon, Company G; Sergeant Herman L. Morris, Company D; Sergeant John H. Bell, Company I; Sergeant John W. Deacon, Company I; and Sergeant Henry Linesburg, Company C, passed very creditably, Sergeants Congdon and Morris being evidently well qualified for further promotion. Corporal Henry S. Watkins, Company A; Corporal E. A. Ketcham, Company A; Corporal Walter J. Cowing, Company G; Corporal J. L. S. Kellner, Company D; Corporal F. Baker, Company I; and Corporal C. A. Deacon, Company I, passed creditable examinations, Corporal Cowing and Kellner being particularly commended. Corporal Charles Franz, Company C, failed to pass. The proceedings of the board are approved by the regimental commander, and Corporal Charles Franz, Company C, is reduced to the ranks. The following resignations, promotions, appointments, discharges, and expulsions, are announced for the information of this command: Resigned, Captain Ava W. Powell, Company C. Resignation accepted March 15, 1870. First Lieutenant G. W. Nash, Company C. Resignation accepted April 18, 1870. Second Lieutenant N. W. Marcellis, Company E. Resignation accepted April 18, 1870. Promoted, Allan C. Bush (late major Fifty-sixth regiment), to captain Company I, vice Graves, resigned. Henry G. Wood, (late captain in the Fifty-sixth regiment), to be first lieutenant Company E, vice Powell, transferred to Company F. First Sergeant John W. Miles, Company F, to be second lieutenant same company, vice Barnett, promoted. Appointed, Henry V. Gahagan to be quartermaster-sergeant, vice Ferguson, resigned. Honorably discharged, William Waitz, Company A; Jacob M. Brown, David Stanley, and George B. Young, Company I. Expelled for gross neglect of duty and non-payment of fines and dues: John R. Brooks, Company C, and Wm. E. Sutton, Company D. The above expulsions are approved by the colonel.

**FORTY-SEVENTH INFANTRY.**—The rain of Wednesday last caused an indefinite postponement of the drill and practice in street firing, ordered to be performed on the Union grounds, Brooklyn, E. D. We do not presume the drill will now be undertaken this season, the drill of the Eleventh brigade taking place in so short a time. The morning, it seems to us, would not any way have been the proper time for a mere drill unless the regiment proposed devoting the entire day to its purposes. But as these grounds are only free from base ball players at these times, we presume the regimental commander had no other resource, under the circumstances, if the drill was to be held within the limits of the "Burg." The members of the command are again this season thoroughly alive on the excursion question, but as yet definite plans have not been submitted. Whereas regimental and battalion excursions during the summer are quite frequent in the First Divi-

sion, this is the only organization in the Second that has ever attempted them with any success.

**TWENTY-SECOND INFANTRY.**—This regiment is ordered to assemble at the armory in full-dress uniform on Wednesday the 18th inst. Assembly at 7:45 P. M. The field and staff will report to the regimental commander at 7:40 P. M.; the non-commissioned staff, general guides, and markers to the adjutant, and the band and drum corps to the drum-major at 7:30 P. M. The presentation of the "Vose Medals" will take place on the above mentioned evening. In case of unfair weather upon the evening designated, the parade of the regiment and presentation of medals will be postponed to the first fair evening thereafter. The competitors for the "Vose Medals" will report to Captain Vose at the armory in fatigue uniform on Monday evening, May 16, at 8 o'clock.

**NINTH INFANTRY.**—Colonel Fiske has issued a circular announcing that, the managers of the Grand Opera House having tendered this regiment an invitation to witness the performance, this command will assemble at the regimental armory on Friday evening, May 13, at 7 o'clock, in full-dress uniform, white body belts and fatigue cap. Those members not having procured the full-dress uniform will appear in citizen's dress with fatigue cap. Though there were some objectors, the invitation is a temptation strong enough with the other dozen to ensure a full attendance of the regiment at Colonel Fiske's Opera House.

**MONTGOMERY GUARD, BOSTON.**—According to the Boston Times of Sunday last, the Montgomery Guards are very hard at work, preparatory to going to Philadelphia. They are drilling nightly, and have street drills, and their friends are quite confident that they will acquit themselves in a creditable manner. The men are taking hold with a will. The company intend giving an exhibition drill previous to their departure, on Saturday evening next. The company drill in Selwin's Theatre, for the benefit of a post in the Grand Army; and an offer has been made by Mr. Ward, treasurer of the Boston Theatre, to drill on the same evening with the Harrington Guard, the best company to be presented with a medal. But this they refuse to do, as the only way they can be got into competitive drill is by challenge. If they were to enter for a medal every one would be desirous of putting up a prize of some kind. The company have adopted a new fatigue hat, no vizor, and the monogram in gold of "M. L. G." One of the grandest receptions ever given a military company awaits them on their arrival at Philadelphia. The Fire Zouaves are not at all to be looked at as unaccomplished drillists. From reports they are the crack company of Pennsylvania, and have a standing challenge to any company in their State. It has been standing one year, and as yet no company has responded. The Montgomerys will thus have to use every nerve to defeat them. O'Connor's band accompanies them.

The Fire Zouaves, company A, Fourth Infantry, Pennsylvania National Guard, are also rapidly preparing for what is termed in that State a "test" drill with the Montgomery Guard. Competitive drills seem not to have demoralized the "Montgomery Guard." Although it was defeated in New York by the Webster Guard (Company E, Twelfth Infantry), that defeat has only made it more anxious to excel, and its name is now becoming famous. The Webster Guard will have to look up a little.

#### VARIOUS ITEMS.

Competitive drills are still agitated among the National Guard organizations of Massachusetts. The First and Ninth Infantry are considered about equal in battalion movements, and may, perhaps, enter into a friendly competition. The "Sheridan Rifles" and the "Dorchester Rifles" of the First Infantry have made arrangements for a competitive drill to take place at Faneuil Hall, Boston, on the afternoon of the 17th of June. The regulations adopted for the drills are as follows: Upton's Tactics to be strictly adhered to, except where a change is necessary to accommodate the Spencer rifles. Each company to select a judge, and the judges to select a referee on the day of the drill. Captains Evans and Paget, the commandants of the companies, are authorized to have a medal designed, for which the companies will contend. In order to continue good feeling in the organizations, a collation is to be given at the close of the drill, the defeated company to bear the expense. The Washington Gray Squadron have laid aside the heavy metal helmets adopted last season, and propose adopting a felt helmet in its stead. We would suggest a helmet of the style and pattern now being manufactured by J. C. F. Deeken for the Providence Horse Guards and for several Massachusetts cavalry organizations. It is made of felt, handsomely ornamented, having a long and golden colored horse-hair plume, and the whole weighs less than a pound. The plume is about the heaviest portion of the helmet, and when a pompon is worn in its stead the weight is but a few ounces. The Roxbury City Guard (Company D, First regiment of Infantry, M. V. M.) invite all past members of the Guard and Roxbury Artillery to assemble at the armory of the company, on the 18th, to perfect arrangements for a regular annual reunion on the occasion of the yearly anniversary of the company. Captain Isaac P. Gragg is moving in the matter, sustained by other prominent members. On Thursday evening First Lieutenant Theo. H. Freeland, of Company D, Twenty-second Infantry was married, a large number of his former comrades and friends being present at the ceremony. Among the wedding

presents was a very elegant service of plate of eight pieces, all bearing a handsome monogram, the gift of his personal friends, old members of Company D. Accompanying the gift was a finely engrossed letter, executed by Private H. T. Wood, bearing the names of the committee having the matter in charge, which are as follows: Corporal C. Edward Miller, chairman; Corporals Redner R. Wood, Orrin S. Bogert, and Private Hamilton T. Wood. The letter bears the names of Captain Vose, and nineteen others—the donors. At the election in Battery G, First division, held last week, Wm. Benson was elected captain, S. M. Wright first lieutenant, and Wm. A. Stoutenburg second lieutenant. Although all the officers in temporary charge of the battery were candidates, only one (Wright) was elected a permanent officer. Major-General Shaler presided at the election, and those members who had been "dropped" after the special inspection held last month were refused permission to vote. The vote was very close in every instance. The election of these officers will, we trust, settle all further dispute in this command. In speaking of a drill of a regiment recently held in Philadelphia, a contemporary touches on a matter which is worth the attention of all our officers. It says: "Of one thing we cannot refrain from speaking, that is the faultiness of the commands as given by a majority of the officers; this, however, can be overcome only by constant and careful practice. A man may think he is hallooing loudest when he rattles and tears his voice by a great force of air from the lungs. A great mistake—the greatest power is obtained only by a better knowledge of knowing how to modulate and intonate the voice to suit the circumstances." The Eleventh brigade, Second division, will parade for a field day at Prospect Park parade ground early next month. The Fifth brigade will follow about a week or ten days later. The Third brigade, First division, will, we fear, be compelled to ask the privilege of using the Second division parade grounds at Prospect Park for its field day. Tompkins square is still lumbered up with sand, concrete, and two boiling cauldrons on its west side, and fit only for regimental drills. We presume another appropriation is anxiously awaited to finish the pavement of the square. The brigade has made application for the use of the Central Park, but, undoubtedly, the Commissioners will not establish a precedent by allowing its use. The drill will be ordered for the first of next month. Adjutant-General Townsend and Inspector-General McQuade have been in the city on National Guard business during the week; the former leaves (to-day) Saturday. General Townsend has reviewed several regiments, and has been looking closely after the interests of the troops. General McQuade, the new Mayor of Utica, and Inspector-General of State, has also inspected several regiments, and has "uniformly" posted them. Among them was the Fourteenth Infantry of Brooklyn, which he inspected on Friday evening of last week. The Fourteenth was found very slim in numbers, and in want of new uniforms; only the records of this regiment preserves it from immediate disbandment; yet, like the Thirty-seventh of the First division, it has another chance, and we hope it will assuredly succeed. We learn that Captains Cullen and Clan Ranald, of Companies B and F of the Twenty-second, have issued their "farewell address," and propose to resign. The "Busy Bees" are seeking ex-Colonel Remmy for their commander; but who will occupy the place of genial Captain Geo. Clan Ranald? Lieutenant Dowley, of Company I, Twelfth Infantry, proposing to assume command of Company K of the same regiment, some twenty-five men will be transferred from Company I to the latter company; and the former company, under Captain French, will be recruited with new members. The Twelfth has secured fine quarters for a new armory, and the progress of the regiment is still "onward." The Second division has issued in general orders the officers commissioned and resigned in that division during the period from Jan. to April, all of which have been published in these columns. Company F, Thirteenth Infantry, Captain Beadle, held an evening parade on Tuesday. At its conclusion the company was entertained by its officers. An election to fill vacancy in the Howitzer Battery, Eleventh brigade, caused by the promotion of Captain Ira L. Beebe, will be held at the Battery rooms Thursday evening, 19th inst. Polls open from 8 to 9 P. M. Company I, Thirteenth regiment, have a full-dress parade on Thursday, the 19th inst., with Company D of the same regiment.

HOSPITAL Steward F. W. Wearick, U. S. Army, was relieved from duty at Columbus, Tex., April 26, and ordered to Waco, Tex., relieving Hospital Steward George W. Weed, U. S. Army, who is ordered to Austin, Tex., to relieve Hospital Steward Martin T. Leary, U. S. Army, who is ordered to Fort Brown, Tex.

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AT a meeting of the class of '73, United States Military Academy, held April 25, 1870, the following resolutions were adopted:

*Whereas*, God in his infinite wisdom has taken from our midst our beloved friend and classmate, Lawrence W. Smith,

*Resolved*, That we desire to express the sincere grief we feel at the loss of one who, by his sterling qualities, had proved himself a genial companion, a true and faithful friend.

*Resolved*, That his death has taken from the class a brilliant ornament, and a worthy example of a true gentleman and a Christian.

*Resolved*, That while in our hearts we feel the tenderest sympathy for his bereaved family in this their great affliction, it is not in the power of words fully to express our true appreciation of their loss.

*Resolved*, That a copy of these resolutions be forwarded to the family of the deceased, and that they be published in the *Suffolk County Bulletin*, the *ARMY AND NAVY JOURNAL*, and in the *New York Times*.

C. H. L. TOTTEN, J. W. MARTIN, F. C. BISHOP, Committee.

FOR nearly three generations the name of Ackerman has always called up to the Army imagination visions of blue and gold—of spotless and shining uniforms; visions clouded, alas! by certain pecuniary incidents, but still pleasant to contemplate. By which we merely mean to say that Ackerman is the traditional Army tailor. The establishment has been in existence since 1798, and has always had Army custom, until the name has become as familiar to many old Army officers as that of the General of the Army. The firm is now John R. Ackerman & Son, and their business place 763 Broadway.

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KELTON—CAMPELL.—In Dresden, Saxony, on Wednesday, April 20, at All Saints' church, by the Rev. Dr. Mombert, assisted by Rev. E. H. Cross, M. A., JOHN C. KELTON, Brevet Brigadier-General U. S. Army, to JOSEPHINE CAMPELL, daughter of W. S. Campbell, Esq., late United States Consul.

DAVIS—ATOCMA.—In Washington, D. C., at the residence of the bride's parents, April 30, by the Rev. Father McCarthy, of the Church of the Immaculate Conception, Captain G. W. DAVIS, Fourteenth U. S. Infantry, to Miss CARMEN ATOCMA.

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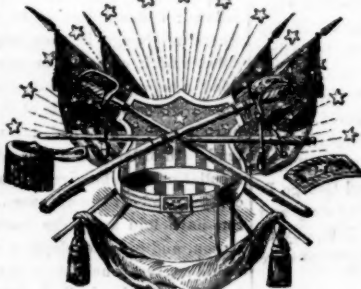
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IN SUITS, both Business and Dress, for all occasions and occupations, every novelty both of style and material, from \$10 to \$40 the suit, at FREEMAN & BURR'S.

#### SPRING CLOTHING

IN BOYS and YOUTH'S SUITS, for all ages, all the favorite designs and most fashionable materials, from \$5 to \$15 the suit, at FREEMAN & BURR'S.

#### SPRING CLOTHING.

ORDERS BY MAIL, attended to with care and punctuality. The easy and accurate system of SELF-MEASURE, introduced by FREEMAN & BURR, enables them to send Clothing to any part of the country, and guarantee Perfect Fitting.

#### SPRING CLOTHING.

RULES for SELF-MEASURE. Patterns of Goods, Price List, and Fashion Plate, illustrating the most fashionable Dress for Gentlemen and Boys, SENT FREE ON APPLICATION TO

FREEMAN & BURR,

MERCHANT CLOTHIERS,

138 and 140 FULTON ST., NEW YORK.



TO OFFICERS AND PRIVATES OF THE  
U. S. ARMY, AND TO OFFICERS, SEAMEN,  
AND MARINES OF THE U. S. NAVY.

## MUTUAL BENEFIT SAVINGS BANK,

166 NASSAU STREET,

(opposite City Hall.) NEW YORK CITY.  
Allows six per cent. interest free from Government  
Tax, with participation in the profits on the Mutual  
plan.

INTEREST COMMENCES ON THE FIRST OF EVERY  
MONTH following the deposit.

OFFICERS and PRIVATES of the U. S. ARMY, stationed at the various GARRISONS and  
POSTS, can send deposits, without any risk, by Express,  
by Draft, by Post Office Money Order, or by Registered Letter.

OFFICERS, SEAMEN, and MARINES, stationed at the various DOCK-YARDS, or on board of  
RECEIVING SHIPS, can remit in the same way; while those serving on DISTANT STATIONS may make  
ALLOTMENTS to the SECRETARY of the BANK, Mr. G. H. BENEDICT, with the certainty that the moneys so allotted will be placed to their credit,  
or appropriated to the support of their families, as the directions accompanying the same may require.

CHARLES K. GRAHAM, President.  
A. L. PRITCHARD, } Vice-Presidents.  
RICHARD VOSE, }  
G. H. BENEDICT, Secretary.  
T. W. MORRIS, Chairman Executive Com.  
H. EDWIN TREMAIN, Counsel.

## Pratt's "Astral" Oil.



### A SAFE LIGHT FOR OUR HOMES.

Pratt's "Astral" is a perfectly safe illuminating oil. It is a distinct product, and unlike any oil ever offered to the public; is strictly pure, containing no mixtures or chemicals; burns in the ordinary kerosene lamp with a clear and brilliant light; emits no unpleasant odor while burning, and is wholly free from danger of explosion. Families will find it an acceptable substitute for kerosene. The following is but one of many testimonials:

New York, December 3, 1869.  
Mr. Charles Pratt,  
Dear Sir: I wish to add my testimony to the good qualities of the "Astral" Oil. A few nights ago at my residence, Clifton, New Jersey, the servant girl accidentally knocked over a lighted lamp filled with your "Astral" Oil. The lamp fell to the floor and was instantly broken, scattering the contents over the carpet. The wick, which was still burning, fell into the oil, but did not ignite it, and was picked up and blown out, without causing any damage, further than the loss of the lamp. I have been burning your "Astral" Oil for a number of months, and I am highly pleased with it. I consider it perfectly safe, and would use no other. Yours very truly,  
C. D. SPENCER.  
With H. B. Claffin & Co., 140 Church St., N. Y.  
The "Astral" Oil is for sale by druggists and grocers everywhere, and at wholesale and retail by  
OIL HOUSE OF CHARLES PRATT,  
108 Fulton Street, New York.  
Send for Circular and price lists.

## NEW BOOKS.

### THE BIBLE IN INDIA.

Hindoo Origin of Hebrew and Christian Revelation. Translated from the French of Louis Jaccollet. \*A remarkable volume, which is making a great sensation in Europe, where it has just appeared. Price.....\$2 00

### HELEN GARDNER.

A charming volume, by Marion Harland, embracing two stories, one of them entirely new, and the other published many years ago. \*Uniform with all this author's other popular novels: "Alone," "Hidden Path," "Moss Side," etc. Price.....\$1 50

### THE HONEYMOON.

A capital new English novel, picturing the many haps and mishaps of a pair of young lovers during their Honeymoon. \*With a great many humorous illustrations. Price.....\$1 50

### OUR SATURDAY NIGHTS.

A new book of earnest and pathetic character, by "Brick Pomeroy" author of "Sense" and "Non-sense." Illustrated with thirty drawings by Stephens. \*Price.....\$1 50

### HAMMER AND RAPIER.

A powerful and brilliant new book of intense interest, by John Esten Cooke ("Surrey of Eagle's Nest"), author of "Hilt to Hilt," "Fairfax," etc. \*Price.....\$1 50

Up Broadway, and its Sequel. By Eleanor Kirk. Price.....\$1 50

CARLETON, Publisher, New York.  
MADISON SQUARE.

H. H. H. Hunter's Helps to History. 16 Games with Cards on the History of the U. S. A box with full directions sent by mail for one dollar. D. MCKLEY HUNTER, Sup'l Pub. Schools, Peru, Ind.

## PROPOSALS FOR SUPPLIES.

QUARTERMASTER'S OFFICE, U. S. M. C.  
WASHINGTON, April 22, 1870.  
SEALED PROPOSALS, for each class separately, will be received at this office until 2 o'clock P. M. on Friday, the 31 day of June, 1870, for furnishing to the United States Marine Corps, from July 1, 1870, to June 30, 1871, the following supplies, to be delivered at the office of the Assistant Quartermaster, Marine Corps, Philadelphia, Pa., free of expense to the United States, in such quantities as may from time to time be required:

### CLASS NO. 1.

11,500 Yards of sky blue Kersey, all wool, free from hair, 54 inches wide, and to weigh 22 ounces to the yard, (indigo wool dyed).  
4,000 Yards of dark blue Kersey, all wool, free from hair, 54 inches wide, to weigh 23 ounces to the yard, (indigo wool dyed).  
2,000 Yards dark blue twilled Cloth, all wool free from hair, 54 inches wide, to weigh 22 ounces to the yard (indigo wool dyed).  
200 Yards scarlet Cloth, all wool (cochineal dyed), 54 inches wide, to weigh 16 ounces per yard.

### CLASS NO. 2.

4,000 Yards 6-4 dark blue Flannel, for oversacks, all wool, (indigo wool dyed), 54 inches wide to weigh 12 ounces per yard.  
13,000 Yards 8-4 dark blue Flannel, for shirts, all wool, (indigo wool dyed), 27 inches wide, to weigh 6 ounces per yard.  
1,600 Gray Blankets, all wool, to weigh 4 pounds each, to be 7 feet long and 5 feet wide, and free from grease.  
5,000 Pairs woolen Socks, three sizes properly made, of good fleece wool, with double and twisted yarn, to weigh 3 pounds per dozen pair, free from grease.

### CLASS NO. 3.

3,000 Yards white Linen, for pants, 80 inches wide, to weigh 13 ounces per yard.  
6,000 Yards white Linen, for shirts, 80 inches wide to weigh 11 ounces per yard.  
14,000 Yards Canton Flannel, for drawers, 27 inches wide, to weigh 6 ounces per yard.  
4,000 Yards of cotton Ticking, for bedsacks, 36 inches wide.

### CLASS NO. 4.

800 Uniform Caps, complete, except pompons.  
800 Pompons, red worsted, ball shape, and 5 inches in circumference.  
2,600 Fatigue Caps, with covers, to be made of blue cloth, (indigo wool dyed), with ornaments.  
1,000 Stocks.

### CLASS NO. 5.

300 Gross Coat Buttons, (eagle).  
200 Gross Jacket Buttons, (eagle).  
100 Gross Vest Buttons, (eagle).  
800 Sets Epaulette Bullion, for privates.  
5,000 Yards Yellow Binding.  
2,600 Yards red Cord.  
25 Swords for musicians.  
100 Batter Drum Heads.  
100 Snare Drum Heads.  
100 Drum Cords.  
50 Sets Drum Snarers.  
20 Boxwood "B" Fifes.  
50 Pairs Drumsticks.

### CLASS NO. 6.

6,000 Pairs Army Booties, (infantry pattern).

### CLASS NO. 7.

700 Bayonet Scabbards, with Frogs attached.  
500 Purses Cap Pouches.  
1,000 Knapsacks.  
25 Sword Frogs.

### CLASS NO. 8.

For making and trimming the following articles, viz:

Watch Coats.  
Uniform Coats for sergeants, corporals, musicians and privates.  
Fatigue Coats for sergeants, corporals, musicians, and privates.  
Woolen Pants for sergeants, corporals, musicians, and privates.  
Linen Pants for sergeants, corporals, musicians, and privates.  
Flannel Shirts.  
Drawers.  
Flannel Sacks.  
Red and Blue Jackets for boys.

The above-mentioned articles must conform in all respects to the sealed standard patterns in the office of the Quartermaster, Marine Corps, Marine Barracks, Washington, D. C.; Assistant Quartermaster's Office, Marine Corps, 228 South Fourth street, Philadelphia, and at the Marine Barracks, Brooklyn, N. Y., and Boston, Mass., where they can be examined; and whenever the articles named above, or any portion of them, shall be considered as not fully conforming to samples, they will be rejected, and the contractor will be bound to furnish others of the required kind at once, or the Quartermaster will fill the deficiency at the expense of the contractor.

Payments will be made upon the accepted delivery of the whole quantity which may from time to time be ordered, withholding ten per cent. from the payment of account rendered under first order until the second order is filled, and ten per cent. from account rendered under second order until third order is filled, and so on until contract is completed.

Each proposal must be accompanied by the following guarantee:

FORM OF GUARANTEE.  
The undersigned, of \_\_\_\_\_, in the State of \_\_\_\_\_, hereby guarantee that in case the foregoing bid of \_\_\_\_\_, for supplies as above described, be accepted, he or they will, within ten days after the receipt of the contract at the post office named, execute a contract for the same, with good and sufficient sureties; and in case the said \_\_\_\_\_ shall fail to enter into contract as aforesaid, we guarantee to make good the difference between the offer of the said \_\_\_\_\_ and that which may be accepted.

A. B., Guarantor.  
C. D., Guarantor.

Witness,  
E. F.

I hereby certify that the above-named \_\_\_\_\_ are known to me as men of property, and are able to make good their guarantee.

To be signed by the United States District Judge, United States District Attorney, or Collector.

No proposals will be considered unless accompanied by the above guarantee.

Newspapers authorized to publish the above will send paper containing the first insertion to this office for examination.

The bidder's place of business or manufacturing establishment must be especially stated in the proposal.

Proposals to be indorsed on the envelope, "Proposals for Supplies for the Marine Corps," and addressed to

Major WILLIAM B. SLACK,  
Quartermaster, U. S. M. C.

## PROPOSALS FOR RATIONS.

QUARTERMASTER'S OFFICE, U. S. M. C.  
WASHINGTON, April 18, 1870.  
SEALED PROPOSALS will be received at this office until 2 o'clock P. M. of Tuesday the 31st day of May next, for Furnishing Rations to the United States Marines, at the following stations, from July 1, 1870, to June 30, 1871, viz:  
PORTSMOUTH, New Hampshire;  
CHARLESTOWN, Massachusetts;  
BROOKLYN, New York;  
PHILADELPHIA, Pennsylvania;  
WASHINGTON CITY, District of Columbia;  
GOSPORT, near Norfolk, Virginia;  
MARE ISLAND, California.

Each Ration to consist of twelve ounces of Pork or Bacon, or one pound and four ounces of Salt or Fresh Beef; eighteen ounces of Soft Bread or Flour or twelve ounces of Hard Bread, or one pound and four ounces of Corn Meal; and to every one hundred Rations fifteen pounds of Beans or Peas, or ten pounds of Rice or Hominy; ten pounds of green Coffee, or eight pounds of roasted (or roasted and ground) Coffee, or one pound and eight ounces of Tea; fifteen pounds of Sugar; four quarts of Vinegar; one pound and four ounces of Adamantine or Star Candles; four pounds of Soap; and four ounces of Pepper.

The rations are to be delivered upon the order of the commanding officer of each station; the Fresh Beef, either in bulk or by the single ration, of good quality, with an equal proportion of hind and fore quarters—necks and kidney tallow to be excluded; the Pork, No. 1 prime Mess Pork; the Flour known as Extra Superfine in the market of the place where the station is located; the Coffee good Rio; the Sugar good New Orleans, or its equivalent; and the Beans, Vinegar, Candles, Soap, Salt, &c., to be of good quality.

All subject to inspection.

All bids must be accompanied by the following guarantee:

The undersigned, \_\_\_\_\_, of \_\_\_\_\_, in the State of \_\_\_\_\_, and \_\_\_\_\_, of \_\_\_\_\_, in the State of \_\_\_\_\_, hereby guarantee that in case the foregoing bid of \_\_\_\_\_, for rations as above described, be accepted, he or they will, within ten days of the receipt of the contract at the post office named, execute the contract for the same, with good and sufficient securities; and in case the said \_\_\_\_\_ shall fail to enter into contract as aforesaid, we guarantee to make good the difference between the offer of the said \_\_\_\_\_ and that which may be accepted.

Witness,  
E. F.

I hereby certify that the above-named \_\_\_\_\_ are known to me as men of property, and are able to make good their guarantee.

To be signed by the United States District Judge, United States District Attorney, or Collector.

No proposal will be considered unless accompanied by the above guarantee.

Newspapers authorized to publish the above will send the paper containing the first insertion to this office for examination.

Proposals to be endorsed "Proposals for Rations," and addressed to the undersigned.

WILLIAM B. SLACK,  
Major and Quartermaster,  
U. S. Marine Corps.

## ARMY SUPPLIES.

OFFICE OF THE A. C. S.  
WILLET'S POINT, N. Y. H., April 12, 1870.  
SEALED PROPOSALS (in duplicate) will be received until 12 o'clock A. M. on Monday, May 16, 1870, by the undersigned, at Willet's Point, New York Harbor, for furnishing the troops therewith with Fresh Beef from June 1, 1870, to November 30, 1870.

The envelopes inclosing proposals must be indorsed "Proposals for Furnishing Fresh Beef."

The Fresh Beef is to be of good marketable quality, in equal proportions of fore and hind quarters (necks, shanks, and kidney tallow to be excluded), and delivered at the expense of the contractor, in such quantities and at such times as may be required.

No bid will be entertained that is not made by a regular butcher, who must give his name in full, his present place of business, and residence.

The manner of ranking bids, requirements of bidders, etc., are the same as stated in advertisement of June 12, 1867, for Proposals for Furnishing Fresh Beef, from the office of the Acting Commissary-General, S. N. Y.

No paper will copy this advertisement unless specially ordered.

CHARLES POWELL,  
Second Lieutenant Corps of Engineers, A. C. S.

## PROPOSALS FOR BEEF.

OFFICE OF THE A. C. S.  
FORT COLUMBUS, NEW YORK HARBOR,  
April 28, 1870.

PROPOSALS in duplicate, with copy of this advertisement attached, will be received by the undersigned until 12 M. on May 28, 1870, for supplying

FRESH BEEF

to the troops stationed at Forts Columbus and Wood, New York Harbor, and New York City. The said Beef must be fresh, of a good marketable quality, in equal proportion of fore and hind quarters (necks, shanks, and kidney tallow to be excluded), and to be delivered at the posts above named free of cost, in such quantities as may be from time to time required, and on such days as the commanding officer shall designate, not exceeding four times per week.

Separate proposals in duplicate, will also be received by the undersigned up to the same hour and date above-mentioned, for supplying Commissioned Officers and their families, stationed at the aforesaid places or those supplied therefrom, with such Choice Fresh Beef as they may from time to time require, such as Sirloin and Porterhouse Steaks, Standing Ribs or Rib-Roasts.

These contracts to be in force six months, or such less time as the Commissary-General shall direct, commencing on the first day of July, 1870.

The contractor will be required to enter into bonds for the sum of Five Thousand Dollars, signed by two responsible sureties, whose names must be entered in the bids.

The proposals will be opened at 12 M. on the 28th proximo, at which time and place bidders are invited to be present.

Proposals will be marked "Proposals for Beef," and addressed,

H. G. RUTHERFORD,  
Brevet Captain U. S. A., A. C. S.

D. W. LEE & CO.,  
STATIONERS, PRINTERS, ENGRAVERS,  
BLANK BOOK MANUFACTURERS,  
82 NASSAU ST., NEW YORK.

DANIEL W. LEE.  
W. LEE DARLING  
(late Paymaster, U. S. N.)

WEDDING CARDS, BALL TICKETS,  
ORDERS of Dance, etc., to order, at short notice.  
Sole Manufacturers of the Patent Self Cementing Bands.

## PROPOSALS FOR FUEL.

QUARTERMASTER'S OFFICE, U. S. MARINE CORPS,  
WASHINGTON, May 4, 1870.

SEALED PROPOSALS will be received at this office until Tuesday, the 14th day of June, 1870, at two o'clock P. M., for supplying Wood and Coal to the U. S. Marines at the following places, during the fiscal year ending June 30, 1871: the wood is to be merchantable oak, and to be delivered, piled, measured, and inspected at such points within the walls of the Marine Barracks as may be designated by the commanding marine officer, free of expense to the United States. The Coal to be good white ash Anthracite Egg Coal, free from dust, and to weigh 2,240 pounds to the ton, to be weighed, inspected, and delivered at such points within the walls of the Marine Barracks as may be designated by the commanding marine officer, free of expense to the United States, and both Wood and Coal to be furnished upon the monthly or quarterly requisition of the commanding officer, showing the quantities required, agreeably to regulations, viz:

	Tons Coal.	Cords Wood.
At Washington City, D. C.,	200	500
Portsmouth, N. H.,	125	150
Charlestown, Mass.,	150	150
Brooklyn, N. Y.,	250	150
Philadelphia, Pa.,	120	120
Gosport, Va.,	60	75
Pensacola, Fla.,	125	125
Mare Island, Cal.,	130	140

Payments will be made upon the receipt of accounts duly authenticated by the commanding officers of the posts at which the Wood or Coal has been delivered.

The right is reserved to reject all bids considered unreasonable.

A guarantee to be signed by two responsible persons, whose responsibility must be certified to by the United States District Judge, United States District Attorney, or United States Collector, must accompany each proposal, otherwise it will not be considered.

To be endorsed "Proposals for Fuel," and addressed to the undersigned.

WILLIAM B. SLACK,  
Major and Quartermaster.

## GOVERNMENT SALE.

U. S. ARSENAL,  
CHARLESTON, S. C., April 16, 1870.

By direction of the Chief of Ordnance, U. S. Army, I will offer for sale at public auction, on May 23, 1870, at 11 A. M., a lot of condemned ordnance stores, consisting of Cannon and Mortars, Cavalry Saddles, Harness, Leather Accoutrements, Scrap Iron, etc., etc.

Catalogues of property offered, with terms and conditions of sale, may be obtained at the Ordnance office, War Department, Washington, D. C., and at this Arsenal.

S. C. LYFORD,  
Brevet Lieut.-Colonel U. S. Army, Commanding.

## PROPOSALS FOR BEEF.

FORT HAMILTON, N. Y. H.,  
April 30, 1870.

PROPOSALS, in duplicate, with copy of this advertisement attached, will be received by the undersigned, until 9 o'clock, A. M., May 30, 1870, for supplying Fresh Beef to the Troops at this post.

The said Beef must be fresh, of good marketable quality, in equal proportions of fore and hind quarters (necks, shanks, and kidney tallow to be excluded), and to be delivered at this post, free of cost, in such quantities as may be from time to time required by and on such days as the commanding officer shall designate, not exceeding four times a week.

The necks of the cattle slaughtered for Beef to be delivered under this agreement, shall be cut off at the fourth vertebral joint, and the breast trimmed down. The shanks of fore quarters shall be cut off from three to four inches above the knee joint, and of hind quarters from six to eight inches above the gambrel or hock joint.

Separate Proposals, in duplicate, will also be received by the undersigned, up to the same hour and date above mentioned, for supplying commissioned officers and their families stationed at this post or supplied therefrom, with such choice Fresh Beef as they may from time to time require, such as sirloin and porterhouse steak, standing ribs, or ribs roast.

These contracts to be in force six months or such less time as the Commissary-General may direct, commencing on the first day of July, 1870, and subject to the approval of the Commanding General of the Department of the East.

A deposit of fifty dollars shall accompany each proposal, which shall be returned to the owners, after the bids are opened, except that of the lowest responsible bidder or firm, whose money will be returned after the first satisfactory delivery of Fresh Beef for issue to the troops is made on the contract.

In case of failure, or deficiency in the quality or quantity of the Fresh Beef stipulated to be delivered, then the commissary at Fort Hamilton shall have power to supply the deficiency by purchase, and the contractor will be charged with the difference of cost.

The contractor will require to enter into bonds for the sum of Five Thousand Dollars, signed also by two responsible sureties, whose names must be mentioned in the bids.

The proposals will be opened at 9 o'clock, A. M. on the 30th day of May, 1870, at Fort Hamilton, N. Y. H., at which time and place bidders are requested to be present.

Proposals will be marked "Proposals for Beef," and addressed

Brevet Colonel R. M. HALL,  
Quartermaster First Artillery, A. C. S., Fort Hamilton, N. Y. H.

## OWEN & PUGH,

Military and Naval Merchant Tailors

NO. 212 PENNSYLVANIA AV

Between 14th and 15th Sts.

WASHINGTON, D. C.

## "OWEN HOUSE,"

ON THE

EUROPEAN STYLE,

No. 1413 Pennsylvania Av

Adjoining Willard's Hotel WASHINGTON, D. C.

S. W. OWEN, Proprietor.

## OFFICERS' PAY ACCOUNTS

CASHED BY J. H. SQUIER, broker, 1420 F. street Washington, D. C.

Refers to Jay Cooke & Co., Bankers.



## Important to Watch Buyers.

**THE ATTENTION OF WATCH BUYERS IS CALLED TO A FEW FACTS WHICH SHOULD** especially influence intelligent purchasers, particularly where it is desirable to procure the best **AMERICAN WATCH.**

**THE AMERICAN WATCH COMPANY**, of Waltham, is the oldest and largest company in the United States; and with the advantage of sixteen years' experience the artisans employed are necessarily more expert and skilful than those employed elsewhere.

**THE WALTHAM COMPANY** make twice as many Watches as all the other American Watch Companies, and herein lies the secret of the moderate prices at which they are sold.

**THE WALTHAM COMPANY** make a larger and better assortment, and greatly excel in making Fine Watches, simply because they have ample and improved machinery, and experienced and skilful labor.

**FOR THE PAST YEAR OR TWO**, many dealers have advertised **WALTHAM WATCHES** at low prices, and sold them at small profits. This system, however, is unwise, they must, in a free country, be free to follow, if they like; for it would be vain for us to attempt to control the sales of our manufactures after they have ceased to be our property. A newly organized Western Watch Company, in their unscrupulous efforts to make a market for their goods, instructed its travelling agents to call the attention of jewellers to the fact that, through these advertisements, but very small profits could be made on Waltham Watches, and to urge them, on that account, to discard our Watches, and recommend theirs instead, and to point out the fact that the public knew but little of the different styles of their Watches, and consequently dealers could make large profits on their sale.

**UNDER** this pretence of great friendliness for the trade, they sought the indorsement of dealers for their goods; and it was very natural that at least a small portion of the trade should recommend the goods which yielded the largest profits.

**IN VIEW** of these facts, the **AMERICAN WATCH CO.**, believing the great majority of dealers are perfectly satisfied with their profits on these goods, considering the number sold, and the little trouble of selling, would counsel buyers to insist on having their preference for **WALTHAM WATCHES** respected, and not allow themselves to be put off with any imitations, either of foreign or domestic make.

For sale by all leading Jewellers.

A descriptive Circular, giving much useful information to watch buyers, furnished on application.

**NO WATCHES RETAILED BY THE COMPANY.**

**ROBBINS & APPLETON**, General Agents, 182 Broadway, New York.

**ASK** to see the new **FULL-PLATE WATCH**, bearing the trade mark, "**AMERICAN WATCH CO.**, Crescent St., Waltham, Mass." It is by far the best Full-plate Watch made in the United States and surpasses anything heretofore made in this country for Railway Engineers, Conductors, etc.

**WARNOCK & CO.,**  
NEW YORK,

**ARMY AND NAVY HATTERS.**  
**HATS, CAPS,**

**EQUIPMENTS AND**

**EMBROIDERIES**

**MILITARY SCHOOLS SUPPLIED ON FAVORABLE TERMS.**

**ALPHEUS D. KIRK,**  
**ARMY AND NAVY TAILOR.**  
No. 48 FULTON STREET, N. Y.

**UNIFORMS FOR OFFICERS OF THE ARMY, NAVY, AND MARINE CORPS** made to order in the most approved style from the Best French and English cloths imported. A strict regard to the latest regulations observed at all times. Also, on hand—for civilian wear—a choice selection of the present popular styles of Scotch Coatings and Cassimeres for **FALL and WINTER.** Circulars containing instructions for measuring, by which a perfect fit can be obtained will be forwarded upon application.

**HEATHCOTE & COHEN,**  
**WALTHAM WATCHES**  
**AT**  
**WHOLESALE PRICES.**

**SILVER HUNTING WATCHES, \$15**  
**GOLD HUNTING WATCHES, \$50.**  
Send for our descriptive price list!  
**7 City Hall Square** (under French's Hotel),  
and **1 Park Row**, corner Ann street,  
NEW YORK.

**JOSEPH THOMSON,**  
(Late Richardson, Spence & Thomson.)  
**MERCHANT TAILOR,**  
**165 FIFTH AVE., S. E. Corner 22d St.,**  
**NEW YORK.**

**GENTLEMEN'S DRESS AND UNIFORMS** for **OFFICERS OF THE ARMY AND NAVY**; directions for measuring sent by mail. A choice selection of fashionable goods always on hand.  
Prices low, and reduced with the cost of material and labor.  
Refers, by permission, to the proprietors of this journal.

**F. J. HEIBERGER,**  
(Successor to H. F. Lounsbury & Co.)  
**ARMY, NAVY AND CITIZENS**  
**MERCHANT TAILOR,**  
Metropolitan Hotel, (late Brown's),  
CORN. AVENUE, Washington, D. C.

**BARDOU & SON'S Celebrated**  
**UNIVERSAL OPERA GLASS.**  
**U. S. ARMY SIGNAL TELESCOPE.**  
**U. S. NAVY Binocular Marine Glass, Extra**  
**High Power.**  
**U. S. ARMY SIGNAL GLASS, Binocu**  
**lar Marine Glass, Extra High Power.**  
SOLE AGENCY AND DEPOT FOR THE U. S.,  
**FREDERICK TRUMPLER,**  
Importer of Optical Goods, 8 MAIDEN LANE

**JOHN BOYLAN,**  
**NO. 139 GRAND ST., N. Y.,**  
**MILITARY CLOTHING**  
**CONTRACTOR**  
For the National Guard, etc.

**JOHN R. ACKERMAN & SON**  
**TAILORS.**

**NO. 763 BROADWAY,**  
BET. EIGHTH AND NINTH STS. New York.  
**Army, Navy, and Citizens' Clothing**

## TO THE ARMY AND NAVY.



In reply to the many inquiries made daily in regard to Meerschaum Pipes, we wish to state that we recommend, especially to the members of the Army and Navy, the **Plain Hungarian and Egg Bowls, with Weichsel Stems**, as Pipes which hold the most of Tobacco, and as the most durable and practical ones, they being the easiest to clean; and the **Hamburg Bowls**, having the largest surface to show color.



Being represented extensively in the Army and Navy by our goods, and the members thereof being mostly smokers, we are desirous to have our Pipes, which are considered equalled by none, more extensively used by the members of the Army and Navy, and therefore offer them at the following prices:

We will sell a **No. 3 Pipe for \$5**, and charge \$1 additional for every number higher; therefore **No. 4 costs \$6, No. 6 \$8, No. 8 \$10**, etc., etc. Pipes from **No. 4 to 8** are considered fair-sized ones; from **No. 9** upward, large ones.

In the price is included a case and a Weichsel stem.

**Good Amber Mouthpieces for Weichsel Stems** we will sell from \$1 to \$2 50 a piece.

We will send by express, to collect on delivery amount and charges.

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